

Agenda Item 32.

Development Management Ref No	No weeks on day of committee	Parish	Ward	Listed by:
RM/2015/0630 and 151988	Planning Performance Agreement	Shinfield	Shinfield South	N/A Major Development

Applicant University of Reading

Location Land north of Lane End Farm Cutbush Lane, Shinfield, Reading

Proposal Reserved Matters application pursuant to Outline Planning Consent O/2009/1027 for the development of phase 1A of proposed Thames Valley Science Park comprising the construction of a gateway building and all associated landscaping and ancillary works plus temporary car parking arrangements – Appearance, Landscaping, Layout and Scale to be considered.

Type Reserved Matters Application

PS Category PS2

Officer David Smith

FOR CONSIDERATION BY Planning Committee on 19/08/2015

REPORT PREPARED BY Delivery Programme Director

SUMMARY

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.

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 which is now being implemented in its entirety pursuant to planning permission VAR/2014/2133. It is anticipated that the Eastern Relief Road will be completed and open in Summer 2016. The delivery of the Science Park is dependent upon the implementation of the Eastern Relief Road.

The principal of the development and matters of detailed access have therefore already been

Protective Marking: Unclassified

established under the outline permission. Reserved Matters planning permission is sought here for the construction of the first 'gateway' building of phase 1 and all associated landscaping and ancillary works, plus temporary car parking arrangements. The application presents detailed matters of appearance, landscaping, layout and scale for the Local Planning Authority's consideration.

This application (referred to as phase 1A) includes a 6,948 sqm Gateway building, central street, temporary parking and ancillary works. The building will be located at the entrance to the Science Park site, capable of functioning independently but intrinsically linked to the wider Thames Valley Science Park (TVSP) masterplan. The Gateway Building 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, non-generic 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.

The buildings are 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.

Surface water arising from the proposed development will be managed in a sustainable manner. The attenuation is to be primarily provided through the use of a dry pond adjacent to the main entrance of the site, which 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).

Subject to the recommended conditions the development will not impact unacceptably upon any heritage assets and/or the amenity of neighbouring residential properties. A thorough investigation and assessment has been undertaken to identify the potential for contamination at the site, and mitigation measures have been identified to appropriately remediate the risks posed. 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 requirements of phase 1 of the Science Park to reduce energy demand and to use Renewable Energy technologies was established at the outline planning stage. The options identified to satisfy the carbon reduction targets via Low or Zero Carbon technology for the gateway building 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. The final choice of technology will be made at a later date, as phase 1 becomes 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 phase 1 can be delivered.

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 conditions listed herein.

Protective Marking: Unclassified

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 Head of Development Management to GRANT PLANNING PERMISSION subject to the following conditions:

Approved Drawings

1. The development hereby permitted shall be carried out in accordance with the following approved plans, other than where those details are altered pursuant to the requirements of the conditions of this planning permission:

- RYD1125.GA.001_PL04_LOCATION_PLAN
- 2814-300-000-Rev11-Proposed Ground Floor GA Plan
- 2814-300-001-Rev12-Proposed First Floor GA Plan
- 2814-300-002-Rev12-Proposed Second Floor GA Plan
- 2814-300-003-Rev12-Proposed Third Floor Roof Plan
- 2814-360-001-Rev07-Proposed GA Elevations
- 2814-365-001-Rev01-Typical Detailed Elevation - Main Block
- 2814-365-002-Rev01-Typical Detailed Elevation - Glazed Gables
- 2814-365-003-Rev01-Typical Detailed Elevation - Hub
- 2814-365-004-Rev01-Typical Detailed Elevation - Central Spine
- 2814-370-001-Rev07-Proposed Typical Cross Section - Main Block
- 2814-370-002-Rev01-Typical Long Section - Main Block
- 2814-370-003-Rev01-Typical Cross Section - Hub
- 2814-370-004-Rev01-Long Section – Hub
- 2814-220-002-Rev06-Proposed Site Sections - Sheet 1
- 2814-220-003-Rev02-Proposed Site Sections - Sheet 2
- RYD1125.700_EXTERNAL WORKS SPECIFICATION
- RYD1125.D.500_PL04_SOFTWORKS_DETAILS
- RYD1125.D.501_PL04_HARDWORKS_DETAILS
- RYD1125.D.502_PL04_FURNITURE_DETAILS
- RYD1125.GA.002_PL04_PHASE_1A_OVERVIEW
- RYD1125.GA.003_PL04_PHASE_1A_AREA_AROUND_BUILDING
- RYD1125.GA.004_PL04_PHASE_1A_CUTBUSH_LANE
- RYD1125.GA.008_PL04_PHASE_1A_CIRCULATION
- RYD1125.GA.010_PL04_PHASING_STRATEGY
- RYD1125.L.300_PL04_LEVELS_PHASE_1A_OVERVIEW
- RYD1125.L.301_PL04_LEVELS_PHASE_1A_AREA_AROUND_BUILDING
- RYD1125.L.302_PL04_LEVELS_PHASE_1A_CUTBUSH_LANE
- RYD1125.PP.400_PL04_PHASE_1A_PLANTING_STRATEGY_OVERVIEW

Protective Marking: Unclassified

- RYD1125.PP.401_PL04_PHASE_1A_PLANTING_STRATEGY_AREA_AROUND_BUILDING
- RYD1125.PP.402_PL04_PHASE_1A_PLANTING_STRATEGY_CUTBUSH_LANE
- RYD1125.PP.406_PL04_PHASE_1A_PLANTING_STRATEGY_CUTBUSH_LANE_DETAIL

Reason: For the avoidance of doubt and in the interests of proper planning.

Excess Materials

2. No occupation of the development hereby permitted shall occur until a scheme (including a timetable for implementation) to store and/or dispose of the net surplus of fill material generated by the construction of the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter the scheme shall be implemented in accordance with the details and timetable agreed, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenity of the existing landscape and/or to minimise the potential impact of exporting the material upon the function and safety of the surrounding road network – Core Strategy Policies CP1, CP3, CP6 and CP16 and Management Development Delivery DPD Policies TB21 and CC04.

ERR Payment

3. No occupation of the development hereby approved shall occur until such time as the costs of the construction of the Eastern Relief Road as properly attributable to the Science Park have been paid into the designated account that has been opened under the arrangements in the Shinfield West Section 106 Unilateral Undertaking (Planning Permission ref: O/2010/1432; Document Reference: SMD/UNI/6/72).

Reason: In order to secure the costs of construction as properly attributable to the Science Park, in the event that the 'access road' to the Science Park is no longer being constructed pursuant to the parent planning permission (planning permission O/2009/1027). The University of Reading (the applicant) have acknowledged and reconfirmed this commitment by way of letter dated 24 July 2015.

Use

4. 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.

Note: It is hereby agreed that no Gateway Policy submission is required pursuant to

Protective Marking: Unclassified

Condition 3 of the outline planning permission, as such is already included and secured in the S106 agreement pertaining to the outline planning permission.

Materials

5. 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 and the following samples also hereby approved:

- Corten Steel cladding;
- Anodised aluminium rainscreen cladding - Unicol Anolok II Stone Grey; B711; B713; B715; and B717;
- Paving – Marshalls La Linia Mid Grey; Marshalls La Linia Grey Granite; and Marshalls La Linia Light Granite

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

Note: The samples and details of materials submitted to support the planning application satisfy the submission requirements pursuant to condition 5 of the outline permission in as much as that relates to this Reserved Matters Planning Application.

Site Levels

6. The development hereby approved shall be fully implemented prior to the occupation of the building(s) in accordance with the hereby approved measured surveys of the site (drawings RYD1125-L-300 rev PL04; RYD1125-L-301 rev PL04; and RYD1125-L-302 rev PL04) and plans showing details of existing and intended finished ground levels and finished floor levels (the typical long and cross sections of the buildings hereby approved).

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.

Note: The measured survey of the site and plan showing details of existing and intended finished ground levels and finished floor levels submitted to support the planning application satisfy the submission requirements pursuant to condition 8 of the outline permission in as much as that relates to this Reserved Matters Planning Application.

Transport Matters

7. The gateway building the subject of this Reserved Matters application shall not be occupied until the on-site parking and turning space has been provided in accordance with the details shown on drawing RYD1125-GA-003 rev PL04. The vehicle parking shall not thereafter be used for any other purpose other than parking and the turning space shall not be used for any other purpose other than turning; until such time as alternative parking and turning arrangements are provided in accordance with details of such that have first been agreed pursuant to the Reserved Matters applications for the subsequent phases of the development.

Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety – Core strategy Policy CP3 and Managing Development Delivery Development Plan Document Policy CC07.

Protective Marking: Unclassified

8. No occupation of the development shall commence until such time as a parking management plan for the development has been submitted to and approved in writing by the Local Planning Authority. The plan shall include full details of the access arrangements into the parking areas; full details of enforcement; full 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 of the development shall only be operated 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.

9. 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.

10. 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.

11. The secure and covered parking for bicycles and motorcycle parking shown on the drawings hereby approved shall be provided prior to the occupation of the building and thereafter permanently retained.

Reason: In order to ensure bicycle parking facilities are provided and to encourage use of sustainable modes of travel – Core Strategy Policies CP1, CP3 and CP16 and Managing Development Delivery DPD Policies CC07 and TB13.

Note: The details of the cycle and motorcycle parking shown on the approved drawings are acceptable and satisfy the submission requirements pursuant to condition 11 of the outline permission in as far as they relate to this Reserved Matters Planning Application.

Landscaping

12. The details of hard and soft landscaping hereby approved for phase 1a of the

Protective Marking: Unclassified

development shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with the timetable otherwise agreed in writing with the Local Planning Authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved.

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

Note: The landscaping details hereby approved are acceptable and satisfy the submission requirements of condition 13 of the outline planning permission in as far as that relates to this Reserved Matters Planning Application.

13. The landscape management plan hereby approved (OOBE Ltd: TVSP Landscape Management Plan: rev PL03) shall be carried out as approved and thereafter permanently retained.

Reason: In order to ensure that the approved landscaping is satisfactorily maintained. Relevant Policies: Core Strategy Policies CP1, CP7 and CP16 and Managing Development Delivery Development Plan Document Policies CC03, TB13 and TB21.

Note: The landscape management plan hereby approved is acceptable and satisfies the submission requirements of condition 14 of the outline planning permission.

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

b) No development (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) shall commence until the local planning authority has been provided (by way of a written notice) with a period of no less than 7 working days to inspect the implementation of the measures identified in the Approved Scheme on-site.

c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.

d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the local planning authority has first been sought and obtained.

Reason: To safeguard existing trees on site shown for retention as part of this

Protective Marking: Unclassified

development – Core Strategy Policies CP1 and CP3.

15. No signage shall be provided at the site other than in accordance with a Signage Strategy which has first been submitted to and approved in writing by the Local Planning Authority. The Signage Strategy should be developed across the Science Park site and assist with wayfinding in a way that is legible to all, provide detailing on aesthetics, and provide for an uncluttered environment.

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

Sustainability

16. 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 Gateway Building (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 200 sqm of PV cells on the roof of the hub 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.

Noise and Plant

17. 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.

Note: The LPA are satisfied that the submitted Stage 3 Acoustic Report (Parsons Brinkerhoff; ref 287065B; May 2015) demonstrates that noise emanating from the built development will not create a high noise impact at noise sensitive receptors in the area. The LPA also hereby acknowledge that the eastern relief road is now being constructed pursuant to planning permission VAR/2014/2133 and that noise mitigation in respect to the Eastern Relief Road (the 'access road') has already been secured/approved and will be implemented pursuant to the requirements of that planning permission. Subject to compliance with the above condition, the LPA therefore advise that no further submission is required pursuant to condition 19 of the outline permission in as far as that relates to the Eastern Relief Road and this Reserved Matters Planning Application.

Protective Marking: Unclassified

18. 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.

19. No part of the building shall be used as an ancillary café until such time as details of the external extraction units and flues relating to that ancillary use have been submitted to and approved in writing by the Local Planning Authority. The details as approved shall thereafter be provided in advance of the relevant use and thereafter maintained in accordance with the manufacturer's specifications for so long as the relevant use remains on site.

Reason: In the interests of visual and residential 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.

Archaeology

20. The development shall only take place in accordance with the Written Scheme of Investigation for Geophysical Survey and Archaeological Evaluation hereby approved.

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 (Core Strategy Policy CP3 and MDD Policy TB25).

Note: The Written Scheme of Investigation for Geophysical Survey and Archaeological Evaluation hereby approved satisfies the submission requirements pursuant to condition 20 of the outline permission.

Contamination and pollution

21. The development shall be implemented with strict adherence to standard UK construction practice and guidance and in accordance with the Characteristic Situation 2 mitigation measures identified in the Thames Valley Science Park Ground Gas Risk Assessment (WSP letter dated 21st May 2015). 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.

Note: Pursuant to the initial submission requirements of condition 21 of the outline permission, WBC herein issue written approval for the scheme to deal with potential contamination at the site set out in the submitted Generic Quantitative Risk Assessment (WSP, 06/03/2015) and the submitted Thames Valley Science Park Ground Gas Risk Assessment (WSP letter dated 21st May 2015). For the purposes of the development, this condition supersedes condition 21 of the original outline permission in as far as it relates to this Reserved Matters Planning Application.

Protective Marking: Unclassified

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.

Other

23. Subject to compliance with the conditions listed above, the development the subject of this Reserved Matters Planning Permission shall not be constructed nor operated thereafter other than in accordance with requirements set out in the following conditions of planning permission O/2009/1027 (*the parent consent*):

- 1 Commencement of Development
- 2 Submission of Reserved Matters Applications
- 4 Compliance with Detailed Design Code
- 6 Provisions of Services, including cable TV pre-ducting
- 7 Installation of External Lighting
- 10 No Vehicle Access from Cutbush Lane
- 12 Tree, Shrub and Hedge Replacement
- 14 Landscape Management Plan
- 15 Drainage Details for all phases, including a Drainage Strategy and Surface Water Strategy
- 16 Drainage Details (Phase by Phase), including a Drainage Strategy and Surface Water Strategy
- 17 Energy and Renewal Energy Strategy
- 18 Hours of Construction
- 22 Compliance with Parameter Plans and Outline Application Documents
- 23 Control of Dust and Emissions from Demolition and Construction
- 24 Completion of M4 Over Bridge Prior to Occupation
- 25 Noise Mitigation to Residential Properties in Fushia Grove

Reason: Notwithstanding the details herein approved, the listed conditions remain (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; and (iii) fairly and reasonably related in scale and kind to the development.

INFORMATIVES

1. The development accords with the policies contained in the adopted development plan and there are no material considerations which warrant a different decision being taken.
2. The following policies and/or proposals in the development plan are relevant to

Protective Marking: Unclassified

this decision:

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

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

3. In dealing with the application, the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application. The Local Planning Authority entered into a Planning Performance Agreement with the applicant to manage the application process, which has included detailed discussions to resolve issues such as drainage, parking and landscaping at the site.
4. This permission should be read in conjunction with the outline planning permission (reference: O/2009/1027 and the associated legal agreement under Section 106 of the Town and Country Planning Act the contents of which relate to this development.
5. 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. It is recommended that the contractor should apply to the Environmental Health and Licensing Manager for prior consent under s.61 of the Control of Pollution Act 1974 to ensure that Best Practicable means

Protective Marking: Unclassified

(BPM) are used to minimise construction site noise.

RELEVANT PLANNING HISTORY

The following applications are of relevance to this proposal.

Hybrid Outline Planning Permission for the Site:

Reference 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 27th May 2010.

Eastern Relief Road

Reference VAR/2014/2133: Full planning permission for the Eastern Relief Road, granted pursuant to a minor material amendment application to planning permission F/2010/1428 – APPROVED 6th November 2014.

[Officer Note: Work on the Eastern Relief Road pursuant to planning permission VAR/2014/2133 has commenced, with full completion expected Summer 2016. 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

Site area	5.7Ha
Employment Floorspace	6,948 sqm
Ancillary Café Floorspace	195 sqm
Parking	245 car parking spaces; 9 motor cycle spaces; 60 bicycle spaces

CONSULTATION RESPONSES

Wokingham Borough Council Consultees

WBC Archaeology	Satisfied with the written scheme of archaeological investigation
WBC Conservation Officer	No objection
WBC Ecology	No objection
WBC EHO	No objection
WBC Flood Risk	Satisfied with the submitted drainage details
WBC Highways	No objection.
WBC Landscape/Trees	No objection to the proposed levels across the site. A Tree Retention /Removal report has now been submitted dated May 2015 and is acceptable. It shows the retention of trees 5025 & 5026 which will now not be affected by any

Protective Marking: Unclassified

	<p>drainage works or the construction of the access road.</p> <p>We will require an Arboricultural Method Statement (AMS) to show how the trees on the site boundaries can be retained during the construction on the site. This can be conditioned.</p> <p>No objections to the detailed hard and soft landscape details for Phase 1A of the development.</p>
WBC Planning Policy	Does not raise objection
External Consultees	
Environment Agency	No objection
Sport England	Does not wish to comment.
Historic England (previously English Heritage)	Does not raise objection
Natural England	Do not wish to comment.
Berkshire Archaeology	Confirms that the submitted Written Scheme of Investigation for Geophysical Survey and Archaeological Evaluation sets out an appropriate initial scheme of archaeological work for Phase 1 of the proposed Thames Valley Science Park. Depending on the results, further phases of work may be required for the area included within the Phase 1 development.
Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust	<p>It is imperative that appropriate habitat mitigation, protection, and creation is secured to ensure that protected species individuals and their populations are also protected. The implementation of an appropriate Construction Environmental Management Plan will ensure that the proposed development can proceed in compliance with the statutory legal and policy obligations relating to the protected species and habitats identified. The applicant should also seek to enhance biodiversity on site as a result of the development.</p> <p>Legally protected species (e.g. bats) are sensitive to the adverse effects of increased lighting during construction and operation so a condition should be included which requires implementation of an appropriately detailed Sensitive Lighting Strategy.</p> <p>The developer should also take action to ensure that development activities such as vegetation or site clearance are timed to avoid the bird nesting season.</p>
Highways England	Offers no objection
TVP Crime Prevention Adviser	No response
Thames Valley Police	No response
Thames Water	Thames Water have reviewed the drainage strategy information provided and have ongoing concerns regarding the impact of the proposed development on the public sewer network. Thames

Protective Marking: Unclassified

	Water would request that the applicant contact Thames Water Developer Services Department to discuss the drainage strategy proposals in more detail. [Officer note – In their initial consultation response Thames Water did accept that they do not require further information regarding the detailed drainage strategy at the reserved matters stage as long as the existing drainage conditions remain in place – conditions 15 and 16 of the outline consent.]
Southern Gas Networks	No response
Scottish and Southern Energy	No response
Binfield Badger Group	No response
Fields in Trust	No response
National Grid	No response
National Planning Casework Unit	No response
NHS Wokingham Clinical Commissioning Group	No response
Royal Berkshire Fire and Rescue	No response
RSPB	No response
The Woodland Trust	No response
Network Rail	No observations to make.
Other Local Authorities	
Bracknell Forest Council	No response
Reading Borough Council	No response
Hampshire County Council	No response
Hart District Council	No response
West Berkshire Council	No response

REPRESENTATIONS FROM COUNCILLORS AND PARISH COUNCILS

Shinfield Parish Council

Welcomes this innovative and attractive design concept that appears to be high quality. They do however question the sustainable transport and bus access to the site as there appears to be no plan to direct a bus service into the site. The Parish Council would also like to see further details of cycle routes and safe crossing routes for pedestrians. In addition the parish council feels it is not qualified to comment on the drainage strategy, however, it requests a condition be added that requires the developer to monitor the performance of the drainage system throughout the duration of the project and be required to modify it if the design is found to be insufficient.

[Office Note: Under the S106, the applicant is required to produce a travel plan for the Council's approval which is inclusive of a shuttle bus service from the Science Park to Whiteknights Campus and the centre of Reading. The travel plan must be in place before any occupation of the development. The LPA will therefore deal with matters of bus connection under the S106 requirements, rather than under this Reserved Matters Planning Application. Similarly, details of cycle routes to and from the site and crossing points over the Eastern Relief Road have already

Protective Marking: Unclassified

been agreed elsewhere and are not therefore material to the consideration of this Reserved Matters Planning Application. In terms of the condition pertaining to the performance of the drainage system, both the Environment Agency and WBC's Flood Risk Manager have reviewed and are satisfied with the detail. In those circumstances a condition as requested would not meet the 'condition tests' of being necessary and/or reasonable.]

Councillor Jenny Lissaman (Earley Town Councillor for Whitegates ward) has commented as follows:

In the Design and Access statement for this Park WBC States that 'it aims to deliver an early identity and brand aspiration for the park and future phases'. I do hope that this disappointing application is not what WBC aspired to. Just because it is Thames Valley Science Park rather than Thames Valley Business Park why do the buildings have to look so stark, boring and unimaginative, especially the Gateway one. Science is exciting and creative, not adjectives I would use to describe this application.

[Officer Note: The appearance of the building is discussed in detail at paragraphs 27-29]

No other Councillors or Parish Councils have chosen to comment on the application.

PUBLIC REPRESENTATIONS

304 letters of notification were sent to neighbouring properties in the vicinity of the application site. The application was also advertised by way of site notice and press advert.

No representations have been received

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)

Protective Marking: Unclassified

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.

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 boundary.
2. The main access to the site will be via the new Shinfield Eastern Relief Road to the west of the site, which is currently under construction. There is also an access direct to/from Cutbush Lane.
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 1a part of the development covers an area of approximately 5.7 Ha 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.

The Principle of the Development and the Outline Planning Permission

Protective Marking: Unclassified

5. 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.
6. 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.
7. 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.
8. The access road and M4 overbridge of planning permission O/2009/1027 comprised the northern part (phase 1) of the Shinfield Eastern Relief Road, a scheme which in the event is now being implemented in its entirety pursuant to a different planning permission (ref: VAR/2014/2133). It is anticipated that the Eastern Relief Road will be completed and open in by Summer 2016. The completion of the Eastern Relief Road will allow for the direct access to the Science Park thereafter. The Science Park therefore is dependent upon the delivery of the Eastern Relief Road.
9. At the appeal which in the event granted planning permission for the Eastern Relief Road (ERR), it was agreed between WBC and the University that the University should bear £3,003,972 of the costs of the construction of the ERR as properly attributable to the Science Park. That commitment has been reconfirmed. The University confirm that the monies (index-linked as appropriate) will be paid on first

Protective Marking: Unclassified

occupation of the Science Park into the designated account that will be opened under the arrangements in the Shinfield West Section 106 Unilateral Undertaking and into which Shinfield West ERR sums will be paid. The Council can then be assured that the sums have been credited to the designated ERR account. A condition is recommended to this effect.

10. The Outline Planning Permission for 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. A copy of the outline planning permission and the approved parameter plans are included at appendices A and B respectively. The gateway building is being brought forward here within those established parameters.

Proposed Reserved Matters Development

11. Reserved Matters planning permission is now sought for the construction of the first 'gateway' building of phase 1 and all associated landscaping and ancillary works, plus temporary car parking arrangements. 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 appendix C of this report. The application also presents further details with a view to formally discharging a number of the submission requirements of the 'pre-commencement' planning conditions of the outline planning permission.
12. This application (referred to as phase 1A) includes a 6,948 sqm Gateway building, central street, temporary parking and ancillary works. The building will be located at the entrance to the Science Park site, capable of functioning independently but intrinsically linked to the wider Thames Valley Science Park (TVSP) masterplan. The Gateway Building will provide multi tenanted flexible accommodation with specialist laboratory facilities, offices and support. It will also provide an area of approximately 195sqm for an ancillary café. It is intended that the building will act as a catalyst for the delivery of the TVSP in generating early revenues together with establishing a 'brand' for the wider development. It is important therefore that the Gateway Building reflects leading edge design and specification for the commercial knowledge markets in terms of appearance, functionality and operations.
13. The proposal is for a new three storey building within a hard and soft landscaping setting. A combination of corten steel cladding, anodised aluminium rainscreen cladding and curtain wall glazing is proposed in the architectural detailing.
14. Phase 1A also includes the 'ecological mitigation areas' either side of the existing woodland to the rear of Cutbush House; areas which will be provided and planted as part of the landscaping scheme.
15. At the pre-application stage the proposals were presented to a design panel, consisting of WBC Officers, Local Members of the Council, a representative of the Parish Council and representatives of the development team. The panel was established pursuant to the requirements of the S106, with the purpose of "resolving any issues relating to the design of each individual building proposed and to ensure that a high quality of design is achieved". The proposals were received positively by the panel and, in working up the final design, the applicant has responded to the discussions that were had therein.

Protective Marking: Unclassified

Layout

16. The Gateway building will provide laboratory, office and support space (including a cafeteria) 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, non-generic 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.
17. The Gateway building is located along the science park access road, set back from the main street edge and integrated within a landscape setting. The north/ north west of the building fronts onto and defines a new enclosed plaza, with soft and hard landscaping zones. This plaza will in time be further enclosed by the sub phases of phase 1 and also form the intended street axis running through the entire masterplan area, connecting the first phase to the later phases of development. From this axis a hierarchy of piazzas, semi-private gardens and car park spaces can emerge.
18. The amenity hub of the building is turned through 90 degrees and, whilst also using corten steel cladding, has a different architectural expression from the main accommodation. As a result it successfully achieves a number of functions. Firstly, it will terminate the long range vista along the central street which will in time stitch the masterplan together. In doing so it provides a focus for phase 1 and it will be a key focal point for the overall scheme. Secondly the hub is located at a prominent location adjacent to the Eastern Relief Road roundabout; such that the turning of the building through 90 degrees and the architectural treatment will create a visual focal point at this location significantly contributing to the sense of arrival. Thirdly, this element will in time provide a link to buildings in the sub phases and at the junction of the three and two storey parameter plan development zones.
19. To support the first building on site a temporary car park is proposed to the north-west of the site, accessed from the central street and built on the footprints of future buildings to ensure the developing masterplan plots are identified and built out in turn. This arrangement allows immediate access to the street and concourse approach. As the sub phases come forward, the temporary car park will be replaced by 'finger' like buildings; with the car park for phase 1 eventually being provided up towards the M4, arranged in terraces in line with the indicative masterplan approved as part of the outline planning permission.
20. Servicing for the Gateway building will be predominantly from the central street to the east of the building. Service vehicle parking will be screened behind the projecting pod and integrated into the landscape to minimize its visual impact on approach.
21. In time, servicing for the gateway and adjacent buildings will be available along the road alignment of the former car park – although the service pod for the gateway building will continue to be utilised. This arrangement ensures that the piazzas and semi-private gardens are pedestrianized, and that vehicular circulation in the proximity of the buildings is limited to service access only. The same principles for car park and servicing adopted to the Gateway building will be replicated across the wider phase 1 masterplan.
22. The separation of car parks, service roads and pedestrian areas provides clear

wayfinding, and maximizes the potential of piazzas and semi-private gardens for public enjoyment.

Scale

23. 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 – see appendix B.
24. The proposed building would be three storeys in height, with a single storey rear projecting service pod. To achieve the necessary internal space standards required for the facility, the overall height of the building would be 15.2m. Beyond this co-ordinated flues, necessary to serve the functionality of the laboratory spaces within the building, extend to 125% of the overall building height in line with legislative practice.
25. 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 gateway building will therefore achieve a top of roof level of +73; in line with the original parameter plan guidance.
26. Given the layout, form and quality of the architectural treatment of the buildings, the scale and height of the gateway building is considered appropriate for the development; in line with the parameters established as acceptable under the outline planning permission.

Appearance

27. The accommodation wings, service pod and amenity hub of the building would be clad in corten steel. As mentioned above, the amenity hub of the building is turned through 90 degrees and, whilst also using corten steel cladding, has a different architectural expression from the main accommodation. The corten steel cladding will provide a rich and distinctive low maintenance material. The natural oxidising process and reaction to the elements will ensure that the facades change colour, texture and tone with the time of day, season, orientation and over time.
28. The central spine of the building is designed to provide a unifying and neutral backdrop with linear horizontal anodised aluminium rainscreen cladding in alternate matt and gloss tones. These elements act to punctuate what could otherwise be a domineering corten steel mass. The gable ends to each spine are framed in silicone jointed curtain walling to further contrast with the solidity of the finishes elsewhere.
29. Externally, the material palette reflects the clarity and simplicity of the internal space planning, which minimises interfaces, assists maintenance and improves build-ability. The buildings are 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; a conscious move away from generic office block palettes of mainly curtain walled facades evident in a large number of local business parks. Moreover, the development will achieve a strong brand identity consistent with the proposed end users. 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

Protective Marking: Unclassified

30. 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. The proposed landscaping scheme and its potential ecological benefits - in terms of protecting existing features such as woodland and enhancing the environment through the provision of new planting – have been detailed as part of the reserved matters (including the Landscape Management Strategy, a Bat Survey and a Habitat Management Plan).

Levels and Surplus Fill

31. 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.

32. 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 and could be controlled by planning condition. Whilst officers are not necessarily adverse to this approach, rather than recommending a condition that explicitly allows for this storage, officers are recommending a more general condition requiring the submission of a scheme to deal with any surplus cut taken from the site. In this regard the onus will fall upon the applicant to demonstrate to the LPA's satisfaction that the excess materials can be stored in situ without undue harm to the wider landscape; albeit that the implications of increased exporting and importing of materials from/to the site will need to be a material planning consideration.

Landscape Masterplan

33. The first phase of the development will consist of laboratory facilities, offices and support space, and associated parking, open space, woodland and public realm, including piazzas and gardens. Within the car park and in the spaces surrounding the building low maintenance ornamental species have been chosen to enhance the overall native character whilst providing a more formal design. An emphasis has been placed on the use of native planting species or plant species with a wildlife benefit (eg nectar) where possible with more ornamental species used around the building, to respond to the current character of the site and encourage local biodiversity in plant communities as well as wildlife.

34. The central street, to be developed as part of phase 1, will provide vehicular and pedestrian connection between this first phase and the wider Masterplan. The landscape along the central street is proposed as a series of linear 'fingers' that respond to future building and parking alignments, and connect the proposals with

Protective Marking: Unclassified

the existing woodland to the east.

35. A public plaza is proposed to the south and west of the gateway, providing a public realm frontage to the building. The plaza, which will be set back from the street and enclosed by planting, will provide seating and working opportunities for building users as well as a flexible hard space capable of supporting a variety of temporary uses, such as work presentations, exhibitions etc.
36. The hard landscape continues with a network of plazas and gardens to the west of the Gateway building. These external spaces will be semi-private in character, and accessed directly from the temporary car park to the west. Once phase 1b and future phases are complete, these spaces will be enclosed to the west by buildings, providing a comfortable sense of enclosure and microclimate. This hierarchy of plazas and semi-private gardens will be continued in the wider Masterplan, defined by building frontages.
37. High quality textured concrete flag paving, in light grey, mid grey and light granite colours, are proposed for the plazas and street environment. The three shades of colour will allow to provide space definition and visual variety within the different areas. Within the semi-private gardens, slate chippings provide the surfacing for the specimen trees. The use of slate provides a striking visual contrast to the bark of the ornamental birch trees, and the chippings contribute to the 'garden' like setting within the development. Bitumen macadam roads and a reinforced grass access road complete the palette of surfacing materials.
38. For the street furniture, timber will be the main component, in keeping with the character of the setting. Hardwood timber benches are proposed for the site, as well as timber cycle shelters and bin enclosures on a galvanized steel frame. Galvanized tree grills and cycle racks, and University of Reading's standard litter bins are also proposed within the development.
39. The Council's Landscape Architect has reviewed the full details of the hard and soft landscaping submitted; including the planting schedules, the submitted paving samples and the furniture specifications. It is considered that the landscaping will be high quality, functional and robust; suitable for its intended purpose and for creating a setting for the proposed buildings. The recommended condition will ensure delivery of the approved details.
40. The submitted design and access statement identifies that a lighting strategy will be developed for the site to provide safe, secure circulation throughout the site, to enhance and unify the appearance of the masterplan, and be sensitive to the existing and future wildlife of the surrounding context. The detail of the lighting strategy will be worked up in more detail pursuant to condition 7 of the outline permission.

Ecological Mitigation Areas

41. The ecological mitigation areas, required as part of the outline permission, will be provided either side of the existing woodland to the east of the proposed gateway building. They have been designed in conjunction with an ecologist and will be allowed to mature to provide an environment that is rich in ecological diversity for all users to enjoy. The delivery of these areas and their ongoing maintenance is secured via the S106 agreement of the outline permission. WBC's landscape office has reviewed the details and is satisfied with the arrangements. In particular buffers to natural habitats are proposed around retained features, such as an 8m buffer zone to the perimeter of Cutbush Manor Wood. Similarly the development will offer

Protective Marking: Unclassified

improved wildlife corridors and areas of high quality badger foraging habitat.

Existing Trees

42. All existing trees and hedgerows will be retained on the site and have been considered as part of our proposals. This includes the two Oak trees and hedges running along the edge of the retained ditch that runs parallel with the new internal link road and the ancient hedgerow running alongside Cutbush Lane. The existing mature trees, located mostly to the perimeter of the site, will be protected during construction and managed as part of the landscape management plan.

Wider Landscape Impact

43. The outline application was the subject of an Environmental Impact Assessment, inclusive of a landscape analysis. At that time it was accepted that the development would not result in an unacceptable impact upon the wider landscape character. The development proposed here has been worked up within the parameters of the development that was issued permission at the outline stage. Given the quality of the development proposed, as discussed above and subject to the management of the surplus fill, it is again concluded that the development will not have any unacceptable impact upon the wider landscape character.

Access / Highways

Access

44. Vehicular access into the application site will be off of the Eastern Relief Road via a roundabout and along the science park access road fronted by the Gateway building. This access arrangement was approved on determination of the outline planning permission. From that point, entrance into the Science Park itself will be via a secondary roundabout into the central new access road that splits phase 1 and subsequent phases.
45. For phase 1a of the development vehicles will cross the central street before accessing the parking zone located on the future footprint of one of the buildings proposed later in phase 1. A drop off area will be located adjacent the pedestrian street and a security barrier will be integrated into the landscape to ensure access to car park is controlled. A condition is recommended to secure details of the parking management arrangements prior to occupation.
46. Pathways will generally be fully segregated from vehicular routes. The proposals make provision for short and long term cycle parking. The arrangement of car parks and roads for Phase 1a and beyond ensures that plazas, semi-private gardens and pathways are pedestrianised, and that vehicular circulation in the proximity of the building is limited to service access only.
47. Bus access to the site will be via the Eastern Relief Road. A bus stop is shown on the drawings located on the access road within the site. Under the S106, the applicant is required to produce a travel plan for the Council's approval which is inclusive of a shuttle bus service from the Science Park to Whiteknights Campus and the centre of Reading. The travel plan must be in place before any occupation of the development. The LPA will therefore deal with matters of the travel plan and bus connection under the S106 requirements, rather than under this Reserved Matters Planning Application. Similarly, details of cycle routes to and from the site and crossing points over the Eastern Relief Road have already been agreed elsewhere

Protective Marking: Unclassified

and are not therefore material to the consideration of this Reserved Matters Planning Application.

48. The new link that leads to Cutbush Lane is currently restricted by way of condition 10 of the outline permission to pedestrians, cyclists and emergency access vehicles only. Given the implementation of the Eastern Relief Road in its entirety and the severance of Cutbush Lane, that arrangement may need reconsideration in the future. The applicant will need to apply separately to vary condition 10 if they wish to alter the access arrangements from the new link.

Car, Motorcycle and Cycle Parking

49. Wokingham's Parking Standards are set out in the adopted MDD DPD. For this phase 1A Reserved Matters application those standards suggest the requirement for 232 car parking spaces (of which 11 should be Blue Badge Spaces), 46 cycle parking spaces and nine motor cycle parking spaces.
50. A total of 245 car parking spaces and nine motorcycle spaces are proposed, including 12 designated disabled spaces with greatest proximity to entry and reception. In the longer term the car parking will be increased (to accommodate the needs of the later phase 1 buildings) and relocated up towards the M4 in accordance with the parameter plans approved at outline permission, although it is intended that the permanent location of the disabled bays will remain within reach of the main receptions with non-designated spaces only relocating. Disabled parking bays will be clearly indicated with directional signage from the entrance to the site and have been provided within 30m of the main visitor entrances and receptions to the building.
51. 60 cycle stands are proposed, well in excess of current standards. The cycle stands will be secured via the recommended condition.

Servicing

52. Servicing for the Gateway building will be predominantly from the central street to the east of the building. Service vehicle parking will be screened behind the projecting pod and integrated into the landscape to minimize its visual impact on approach.
53. In time, servicing for the gateway and adjacent buildings will be available along the road alignment of the former car park – although the service pod for the gateway building will continue to be utilised. This arrangement ensures that the piazzas and semi-private gardens are pedestrianized, and that vehicular circulation in the proximity of the buildings is limited to service access only. The same principles for car park and servicing adopted to the Gateway building will be replicated across the wider phase 1 masterplan.
54. Conditions are recommended to secure a Delivery and Servicing Management Plan and a Waste Management Plan for the development prior to occupation.

Construction Management

55. 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

Protective Marking: Unclassified

not fall for consideration under this Reserved Matters application.

Drainage, Flood Risk and the Water Environment

56. Policy CC10 (Sustainable Drainage) states that all development proposals must ensure surface water arising from the proposed development is managed in a sustainable manner and a Drainage Strategy has been submitted with the application for this purpose.
57. 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).
58. 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.
59. Both the Environment Agency and Wokingham's Flood Risk Manager have reviewed the drainage strategy and are satisfied with the details.
60. 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.
61. At this time the applicant is in ongoing discussions with Thames Water regarding connection to the public sewage network. Until such time as those discussions are concluded and agreements reached, WBC are not in a position to discharge the submission requirements pursuant to conditions 15 and 16 of the outline planning permission. As per the conditions, agreement will need to be reached in advance of any development works. This therefore is not a matter which need hold up the determination of this Reserved Matters planning application.

Heritage assets

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

Protective Marking: Unclassified

62. 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.
63. 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 would be some 170m from those listed building at its closest, separated by mature and extensive woodland.
64. 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

65. 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

66. 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.

Use

67. 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

68. 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)". 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 for the purposes of discharging the submission requirements for condition 19 of the outline permission in as far as that relates to the built development. In any event,

Protective Marking: Unclassified

recommended condition 17 (noise from plant etc.) will further safeguard neighbouring properties in this regard.

69. 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

70. 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 parameter plans approved pursuant to the outline permission already establish that a three storey building in this location is acceptable. The closest residential properties, Cutbush House and Badger Cottage, would be some 170m from the new building and would be screened from the development by the existing mature woodland.

Impacts During Construction

71. 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

72. 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

73. 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.

74. 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.

75. 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

Protective Marking: Unclassified

permission. As per the second part of condition 21, a validation report will be required in due course.

76. 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

77. 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.

78. In respect to the Science Park, condition 17 of the Outline Permission requires that the measures set out in the (then) approved Energy Demand Assessment and Renewable Energy Appraisal Study shall be implemented and thereafter permanently retained. That study assessed the indicative energy demand for the TVSP and provided practical recommendations on how this demand and resulting carbon emissions could be reduced from Phase 1 of the development. The 2009 energy study set out a clear overarching principle for phase 1; that it should achieve a 44% carbon reduction below the carbon emission limits set out in the 2006 edition of Part L of the Building Regulations.

79. Since the 2009 study was written there have been two updates to Part L of the Building Regulations (which regulates the energy use and carbon emission from new buildings). A 2010 part L update was designed to achieve a 25% carbon reduction on 2006 Building Regulation levels and a 2013 part L update was designed to achieve an aggregate reduction (across all new building types) of 9% below 2010. Taken together, these two updates give a statutory requirement to achieve a 32% carbon reduction below the 2006 requirements. Therefore, a further reduction of 16% in regulated carbon emissions below the 2013 Part L permissible limit for the phase 1 buildings would be required to achieve the 44% target set out in the 2009 Energy Study (as secured against condition 17 of the outline permission). In terms of the wider phase 1, it is proposed that the strategy for meeting the required carbon reductions would be firstly through energy efficiency measures within the design and construction of the buildings and secondly through the use of low or zero carbon (LZC) technology.

80. 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.

81. The options identified to satisfy the carbon reduction target via LZC technology for the gateway building would be either through the installation of photovoltaic (PV) panels onto the roof, or through connection to a central energy centre providing low

Protective Marking: Unclassified

carbon heat to some or all of the phase 1 buildings, or through a combination of these two options. The final choice of technology will be made at a later date, as phase 1 becomes 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 phase 1 can be delivered. 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 gateway building from the outset will have consequences for the overall phase 1 energy profile and could therefore influence the viability of the energy centre.

82. The installation of PV onto the gateway building can be undertaken retrospectively. The building will be designed to accommodate the future provision of a 200 sqm PV array; which would of itself deliver an approximate 12.7% betterment against the Building Regulations 2013 target Emission Rate. 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 phase 1A 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.

S106

83. For information, application O/2009/1027 was subject to two S106 agreements. These obligations remain in place in as far as they have not been superseded by planning obligations attached to planning permission VAR/2014/2133 (the permission under which the Eastern Relief Road is currently being brought forward).

84. Within the first S106 the University covenanted not to develop or permit development of the Manor for any purposes falling within use class B1. That site is now progressing as a residential development.

85. Within the second S106:

- Schedule 1 establishes the operation of a 'Gateway Policy' to control the future occupiers of the TVSP – aimed at “supporting the growth and development of innovative, knowledge and technology based organisations particularly those businesses that seek to exchange ideas and collaborate with each other, the University of Reading and other research centres”;
- Schedule 2 (Transportation) requires the construction of an appropriate access for construction, the completion of the Eastern Relief Road and M4 overbridge before occupation of the Science Park, the operation of a travel plan in connection with the development, and the agreement with the Council of a Construction Management Plan and Construction Vehicle Routing Agreement;
- Schedule 3 relates to the construction of the Eastern Relief Road and Lane End Farm – NB: This schedule effectively falls away from this planning permission as the Eastern Relief Road is being constructed pursuant to planning permission VAR/2014/2133;
- Schedule 4 (Environmental Matters) requires the submission and operation of a 20 year habitat management plan and the establishment of a habitat management/ecology liaison group;

Protective Marking: Unclassified

- Schedule 5 (Design and Security) requires: 1) submission of details of the high speed broadband or other next generation infrastructure prior to commencement of development; 2) submission of security measures prior to occupation; and 3) the establishment of a design panel for each phase of the development; and
- Schedule 6 requires, if requested by the Council, the setting up of a monitoring panel to resolve issues that may arise during construction.

Environmental Impact Assessment

86. 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.

87. The Reserved Matters application for the construction of the Gateway building 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 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.

CONTACT DETAILS

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

Appendices

Appendix A – Outline Decision Notice

Appendix B – Approved Drawings

- Parameter Plans
- First Phase Illustrative Masterplan
- Phase 2 Illustrative Masterplan

Appendix C – Proposed Development

- Floor Plans
- Building Elevations
- Landscaping Plan

This page is intentionally left blank