

APPLICATION NO.	P14/V0236/EZ
APPLICATION TYPE	ENTERPRISE ZONE
REGISTERED	6.2.2014
PARISH	HARWELL
WARD MEMBER(S)	Margaret Turner Reg Waite
APPLICANT	Science & Technology Facilities Council
SITE	RAL Space Technology Centre Fermi Avenue Harwell
PROPOSAL	Construction of a new Space Technology Research building with associated car parking and landscaping R100
AMENDMENTS	None
GRID REFERENCE	447845/186631
OFFICER	Laura Hudson

1.0 INTRODUCTION

- 1.1 This application relates to land at the Rutherford Appleton Laboratory which forms part of the Harwell Science and Innovation Campus. The site comprises 1.18 hectares of level undeveloped grassland located on Fermi Avenue which is the main entrance into this part of the Campus and serves the prominent Synchrotron building to the south of the site.
- 1.2 The application site forms a prominent corner plot bounded by Fermi Avenue to the south and Library Avenue to the east and is surrounded by existing buildings of mixed scale and designs, including the relatively recent Element 6 building to the east. An avenue of existing chestnut trees runs along the outer edge of the site by Fermi Avenue and some smaller silver birches line the edge of the site to the east along Library Avenue. Beyond this to the south east lies an area of largely undeveloped grass land with some sporadic trees which fronts the campus. This area is likely to come forward for development in the future, as part of the expansion of Harwell campus, which falls within the Science Vale UK Enterprise Zone.
- 1.3 Science Vale UK was nationally designated as an Enterprise Zone in 2011. It is an area of designated economic growth focussing on becoming a global hotspot for innovation. It is already home to many scientific, research and development and high technology firms. Harwell campus is one of the central parts of the Enterprise Zone. The growth of this nationally important campus is a priority for this council. There is likely to be a particular focus on space applications, particularly after the recent grant of planning permission for the new UK European Space Agency (ESA) headquarters on land to the south east of the current application site which was seen as the first stage of a new phase in the evolution of the Harwell Campus.
- 1.4 The ESA building forms part of a new Space Gateway to be established at Harwell incorporating the existing RAL Space operations at the campus, and the Satellite Applications Catapult Centre (SACC) located to the west of the site in the Electron Building. The location of the application site is therefore critical in creating this Space Gateway and linking the ESA and SACC operations either side.
- 1.5 The work currently carried out at RAL is extremely specialised and includes space related research, design, construction and data collection for instruments and

experiments in order to further our understanding of space. The equipment at the campus is therefore unique and requires purpose built facilities which are nationally important and which attract a high level of public sector funding.

- 1.6 The site falls within the North Wessex Downs Area of Outstanding Natural Beauty (AONB).
- 1.7 This application comes to committee in accordance with the council's agreed protocol for determining planning applications within the Enterprise Zone.

2.0 PROPOSAL

- 2.1 The application seeks full planning permission for the erection of a new office and research building which will form the cornerstone to the new Space Gateway being established at Harwell Oxford. The building currently referred to as R100 would be bought forward in two phases and this application seeks permission for phase 1 for which there is committed government funding.
- 2.2 Plans submitted with the application illustrate how phase 2 will be accommodated on the site and additional phases within the vicinity which would all contribute to creating a space hub within this part of the campus. Whilst a master plan is being prepared for the wider campus by the new campus joint venture partner, this is at a very early stage and therefore cannot inform the current proposals, hence the more localised approach taken on this submission.
- 2.3 Planning permission is therefore currently only sought for phase 1 of the building. This consists of relocating operations and staff who are already based at the campus for RAL Space within existing buildings which are not fit for purpose in terms of size and condition. The form of the proposed building has been largely driven by its functional requirements to accommodate large vacuum chambers or clean rooms for testing space related equipment and satellites etc. The majority of the building would therefore contain these research areas with office space located to the front and side along the most prominent elevations. Whilst the site currently contains some of these facilities the intention is to increase the number and size of these vacuum chambers to enable a greater range and efficiency of uses. It is not intended that this current proposal would increase the number of staff overall at the site.
- 2.4 The total floor space of the building is 7577sqm distributed over 3 floors, 1391sqm of which is proposed as office space and the rest as research space. All of the staff using the research space would also have office space. The staff to be relocated would consist of 70 working within the clean room areas and 51 within the offices and labs and of these 30 would be visitors to the site. The total number of staff within the building would therefore be relatively low for the floor space created at 121.
- 2.5 The design approach of the building seeks to break up the impact of large bulky research spaces with offices wrapped around the north east and south east elevations along the main road frontages. The scheme proposes a curved feature at the corner of the site where Fermi Avenue and Library Avenue meet. The material palette proposes a mix of cladding and glass in colours to reflect the Space industry including grey, black and gold.
- 2.6 The highest part of the main building extends to 15 metres although one flue which forms part of the plant extends higher than this by a further 3 metres.
- 2.7 The application proposes some on site parking amounting to 39 spaces, 8 of which are

disabled. This is only temporary until phase 2 is constructed whereby a more central campus style parking hub will be created to accommodate the needs of the Space Gateway area. The application also proposes some cycle parking. Disabled parking would be provided adjacent to the front of the building. The parking and service area would be accessed via a new site access from Library Avenue.

- 2.8 Amended plans are awaited moving the building further back from the edge of Library Avenue to accommodate some more planting and also additional cycle parking facilities.
- 2.9 Extracts from the application drawings are **attached** at Appendix 1.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 Chilton Parish Council – *“Chilton Parish Council does not object to this application but have the following comments to make:*

(i) the noise assessment did not measure the area around the new housing development at Chilton Field. Position 1 would be attenuated by the Diamond Light Source building and Position 2 is influenced by the A34. This is not the case for Chilton Field as there would be a direct line of sight (noise) from the new industrial building to parts of the development and it is closer than Position 2. Given these observations the Parish Council would like a further assessment to be made in relation to Chilton Field.

(ii) The Parish Council would like a Sec 106 contribution to pay for Real-time bus signage on the three Chilton bus-stops D-Day Memorial, Latton Close and Main Street to benefit the Campus employees.

(iii) The Parish Council supports the comments made by East Hendred.”

East Hendred Parish Council – *“East Hendred Parish Council would like to comment on the application because of its impact on cycling and the AONB:*

it proposes to provide only the OCC recommended minimum cycle storage.

This is 8 spaces given the office floor area. However, another building on the campus (R92) has similar occupancy and its cycle shed is regularly overloaded, having 20 bikes in it. A condition should require space for at least 24 cycles to encourage cycle usage and reduce traffic on the A417 and other local roads.

this is based on a gross underestimate of the attractiveness of cycling in the local area, suggesting that only Harwell and parts of Didcot are sufficiently close for cycling to R100 it impedes the use of the pavement by cyclists by increasing pedestrian usage of it and appearing to narrow the existing path. Indeed it appears to consider that the path on the north side of Fermi Avenue and the west side of Library Avenue should be pedestrian only (p20/21 in the Design and Access statement), which I consider part of the cycle route from both the Wantage and Didcot directions to RAL, HPA etc. Cycle routes should be on both sides of these two roads. There are currently 'cyclists give way' signs on this path, so the campus obviously intends that they be used for cycling. The use of the cycle path on the other side of the road requires crossing at the roundabout, which is difficult - indeed cyclists are more likely to use the main carriageway instead. A condition should require widening of the existing path to encourage cycle usage and reduce traffic on the A417 and other local roads. Given the size and location of the building in the AONB, it should have a green roof to mitigate its visual impact.”

Cllr. Stewart Lilly (Local Member for Harwell and Hendreds) - No objections.

Oxfordshire County Council – Transport – No objections subject to a contribution of

£10,000 towards bus waiting facilities at the Harwell Campus, a Transport Plan for the campus and conditions.

Oxfordshire County Council – Archaeology – No objections subject to a watching brief during construction.

Thames Water Development Control – No objections.

Drainage Engineer (Vale of White Horse District Council) - No objections

Equalities Officer (Shared) - No objections – excellent to see the building will be accessible for people with disabilities. Only one lift is proposed therefore in the event of a breakdown alternative arrangement should be made for disabled staff such as working on the ground floor.

Countryside Officer(South Oxfordshire & Vale of White Horse) - The site has few opportunities for protected species and it is unlikely that any protected species would be significantly impacted by the proposed development. The grassland survey was conducted in December 2013 at a time of year when orchids and other flowering plants would be hard to detect however. The Harwell campus has been extensively surveyed by employees of the AERC and it has been recognised that parts of the campus have potentially nationally significant populations of various orchids, including the white helleborine, bee orchids and areas of species rich calcareous grassland. More recent surveys of the whole campus have been conducted by ecologists working for RPS who are in the process of preparing a site wide ecology strategy and mitigation plan. In the absence of a master plan and without the benefit of a reliable assessment of the current value of the site I would recommend that a condition is attached to the planning permission requiring a compensation strategy is produced requiring the creation and or translocation of grassland to a dedicated area of the campus set aside as a nature reserve.

Landscape Architect - Vale of White Horse DC - There is no assessment of the visual impact of this building from the AONB and especially from the Ridgeway. Without detail of how the campus is going to develop, it is hard to assess the height of this building is acceptable. Currently the majority of the taller buildings on the campus are located on the western side with the exception of the ESA building proposed to the east. There are no wider details of how the campus is going to develop and whether the vegetation which currently softens the views of this development especially to the south is to be retained. Currently in views from the Ridgeway the mature vegetation either side of the A4185 contains the development of Harwell Campus, with few structures breaking above this vegetation line. It is important to maintain this so that Harwell Campus is visually contained in its landscape setting and a visual separation is maintained between Harwell Campus and the wider landscape to the north east. The proposals will fundamentally change the existing character of both Fermi Avenue and Library Avenue. Many of the problems stem from the proposed building being too large of the proposed plot. The proposed planting of the road verge for both Fermi Avenue and Library Avenue is not appropriate. It is not in character with the surrounding landscape, throughout the campus the treatment is simple grass verges between the footpath route and the road edge. This is a simple, neat treatment which is easy to maintain and gives a unifying character between the different treatments of plots. The proposed mounding is also out of character, and the alignment of the trees is too far north in the plot. Other concerns include the trees being too close to the building and the amount of hard landscaping around the entrance.

Urban Design Officer (South Oxon & Vale of White Horse DC) - No objections but it is

disappointing that it has been submitted without the support of a strategic masterplan. The application is for a landmark building on a confined plot located on a strategically important corner plot. The scale of the building is substantial but the design has sought to break up its bulk and massing, and addresses the public realm to animate. The single access to the building is at the furthest point from the car park and public transport hub and the dominance of the building will be imposing to pedestrian movement along Fermi Avenue. Recommend conditions in relation to the detailed design of the public realm, and hard and soft landscaping.

Forestry Team (Vale of White Horse) - I am pleased that the applicant recognises the significance of having a tree-lined avenue, and especially the use of large species, but there is no prospect of satisfactory long term establishment with the layout as proposed. The proposed trees are located adjacent to the footway and 4m from the southern elevation of the building and there is not sufficient room for their establishment, let alone development. I welcome the applicants desire to replace trees that are to be removed to accommodate a new layout but the value of the new landscape will be diminished if it significantly alters the unique campus layout. Formal arrangements for trees are essential for the avenues (e.g. Fermi Avenue) whilst other areas should consist of predominantly informal groupings. In relation to the loss of the existing trees, I disagree with the arboricultural consultants view that most of the trees have a life expectancy limited to less than 15 years. The report does not put forward a justification for this and only one of the trees is recommended for removal as a matter of safety. There is little in the report that reflects the contribution that the trees make to the visual amenity of the site. The tree report finds that at best the trees make little visual contribution to the wider locality. I strongly disagree with this assessment as the trees are the most mature group in a tree-lined road and are an intrinsic contribution to the avenue. Clarification is needed as to why the proposed trees need to be planted on a landscaped mound to avoid the service route.

One letter has been received from an adjacent unit to the site concerned that the footpath from their building to the Harwell bus stop remains intact.

A letter of objection has been received from the Harwell Campus Bike Users Group (HarBUG) raising the following concerns:

- There is insufficient bike parking for the number of staff within the building.
- Inadequate provision of changing and showering facilities.
- The scheme reduces conditions and choice for campus cyclists.
- The cycle parking should be covered and located closer to the building entrance.
- The plans show a narrowing of the existing shared cycle and footways.
- If the concerns can be addressed through conditions we would no longer object.

4.0 RELEVANT PLANNING HISTORY

4.1 None relevant to this site.

5.0 POLICY & GUIDANCE

5.1 Vale of White Horse Local Plan 2011 policies;

E7 - Harwell Science and Innovation Campus

DC1 - Design

DC5 - Access

DC6 - Landscaping

DC8 - The Provision of Infrastructure and Services

DC9 - The Impact of Development on Neighbouring Uses

DC13 - Flood Risk and Water Run-off
DC14 - Flood Risk and Water Run-off
NE6 - The North Wessex Downs Area of Outstanding Natural Beauty
HE11 - Archaeology

5.2 **National Planning Policy Framework (NPPF) – March 2012**

Paragraphs 14 and 29 – presumption in favour of sustainable development
Paragraphs 34 & 37 – encourage minimised journey length to work, shopping, leisure and education
Paragraphs 57, 60 & 61 – promote local distinctiveness and integrate development into the natural, built and historic environment
Paragraph 99 – Flood risk assessment
Paragraph 109 – contribution to and enhancement of the natural environment
Paragraph 111 – encourage the effective use of land
Paragraph 119 – presumption in favour of sustainable development does not override the needs of protected species and habitats

6.0 **PLANNING CONSIDERATIONS**

6.1 ***Principle of development***

Policy E7 of the Vale of White Horse Local Plan is the central policy for guiding proposals for development at Harwell Campus. It states that any proposal will be considered in the context of a comprehensive approach to the whole campus. B1 and B2 development will be supported subject to the following relevant criteria:

- *“The development...meets the requirement of the travel plan for the whole campus to make the necessary contributions...to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling”;*
- *“Appropriate contributions [are] made to improving/upgrading access to the campus from the A34, the A4185 and the A417”;*
- *“The development...makes the necessary contributions to a comprehensive landscape plan for the whole campus...In considering proposals for new development, a high quality of landscaping will be required, existing important wildlife habitats will be retained...and opportunities for the creation of new wildlife habitats will be taken, where possible”;*
- *“That proposals for buildings...will not unacceptably harm the character and appearance of the surrounding area, taking into account their location, scale, bulk and height”;*

6.2 The Local Plan pre-dates the designation of the Science Vale UK Enterprise Zone. Nonetheless, it takes a permissive stance to new commercial development at the campus that the designation of the Enterprise Zone reinforces. Consequently, it is clear that the principle of the erection of a new B1 office building on this site is acceptable.

6.3 ***Visual and Landscape Impact***

The supporting text for Policy E7 states that it, *“seeks to maintain, and increase where appropriate, structural areas of open space and perimeter landscaping. This is in the interest of protecting wildlife habitats, securing a high quality working environment and reducing the visual impact of the campus in the wider landscape, which forms part of the designated North Wessex Downs Area of Outstanding Natural Beauty (AONB).”* The supporting text goes on to say that structures over 12 metres in height, such as that proposed here, will be subject to particular scrutiny.

Wider Visual Impact

- 6.4 Concerns have been raised by the Council Landscape Officer in relation to the size of the building particularly in relation to the plot size and surrounding buildings, and its context in terms of the wider landscape. The proposed building would extend to a maximum ridge height of 15 metres (other than the plant chimney) and has a main elevation along Fermi Avenue of around 85 metres. This would result in an extremely large structure in a prominent location within the site. From the wider area however the proposed building would sit within the context the campus buildings. The site is surrounded on all sides by existing buildings and would therefore be viewed within this built up context, particularly from the Ridgeway (2.4km away) and other public views such as the A34 and Hagbourne Hill (1.5Km away). The existing Diamond building currently provides the principle focus from these wider views and will soon be accompanied by the recently permitted 17metre high ESA building. Both these structures would be located due south of the proposed R100 building therefore from the main public vantage points, particularly the Ridgeway, the proposal would not appear unduly prominent or out of keeping. Extensive campus planting to the south of the site helps soften the impact of these existing prominent buildings and will serve to do the same with the new building.
- 6.5 The building is proposed in a mixed pallet of materials including dark grey, blue and yellow. Pre-application discussions have resulted in the main black elevations being lightened to a grey colour to reflect other buildings in the locality. The highest parts of the building are proposed in lighter grey which will help soften the visual impact from the wider area however there is still a large area of gold/yellow which may appear prominent. A condition requiring material samples is recommended.
- 6.6 There is no doubt that a building of this size will be visible from the wider landscape but it is considered that this impact would be tempered by the context of other prominent buildings within the campus. The impact must also be weighed against the economic benefits of this proposal, as well as the likely future development within this nationally important campus and the establishment of a Space Gateway.

Local Visual Impact

- 6.7 The visual impact of the building will be more apparent on a local level particularly from within the campus and the local road network. The campus is served by the A4185 that runs to the east of the application site from which there would be open views down Fermi Avenue towards the site. The adjacent buildings in this direction are largely two storey and set back within their plots within an open campus style setting. The proposed building will break away from this pattern of development by extending forward of the existing building line to the east, although beyond to the west there is a less uniform approach to the site layout.
- 6.8 Concerns have been raised by the urban design officer, landscape officer, and tree officer that the building is too large for the plot and does not allow sufficient space to provide an effective landscaped setting that would be expected on this prominent and important plot within the campus. Pre-application discussions have resulted in the building being moved slightly further back from Fermi Avenue to increase planting opportunities and enable if possible to retain the existing trees. Further post application discussions have resulted in a further relocation (plans expected) away from Library Avenue to allow further planting. There is concern that the current location of the avenue of trees is too close to the building. Further discussions in relation to the removal of the trees and the proposed planting/re-grading of the land have taken place and it is considered that there is sufficient space to accommodate the required avenue

and a landscaping condition would allow for the finer details to be agreed. The proposed landscaped mound under the trees is not acceptable in this location and therefore the submitted landscaping scheme would be expected to remove this element.

- 6.9 The location of the building on this particular plot has been determined by the need to link the ESA building with the existing space operations at Harwell (SACC building) and create a space hub on the campus. In turn the size of the building has been dictated by its function in accommodating clean rooms or vacuum chambers in order to test space related equipment. The bulk of the building to the rear accommodates these facilities and the officers wrap around the side to create an active and articulated frontage. The location within the campus and size of the building have therefore been determined by its wider function within the site and uses within the building itself. This has resulted in the tight site layout and limited opportunities for landscaping and mitigation.
- 6.10 As stated previously a site wide masterplan is being prepared to establish a more consistent approach to development within the campus and create a landscaped structure within which new buildings could then come forward. The masterplan would set out parameters for each block and would allow for varied buildings to come forward to suit each individual occupier but within a more consistent landscaped setting. It is unfortunate that this process is at such an early stage and does not therefore hold any weight in the determination of this application. With this in mind however the applicants have sought to create a mini masterplan for the immediate area around the space gateway showing the future vision for this area. This includes a second phase for the current building and a new parking and public transport hub linked to each building. The applicants have tried to incorporate as far as possible the principles of the wider masterplan however at this stage little is known. The creation of an avenue of trees along Fermi Avenue is part of this vision and this will be delivered whether through the retention of the existing trees or replanting.
- 6.11 In terms of local impact, the building will be prominent however this is the intention within the campus to provide a focus building on this important corner plot. It is therefore crucial that this impact is balanced against creating an appropriate landscaped setting which will not screen a building of this scale but will soften the edges and provide a pleasant campus environment for people to work. Conditions are recommended in relation to the landscaping scheme and details of the public realm outside the building.

Design of the Building

- 6.12 As stated previously the design of the building has been dictated by its function. It is considered that although the building is large, the main functional aspects which create the bulky and windowless elevations to the rear have been successfully mitigated by the lower office element to the south and east which create some articulation in the building and allow for a more active glazed frontage along Fermi and Library Avenues.
- 6.13 The proposed materials include a silver grey, metallic gold and blue composite panel system with black louvers and glazing fronting the offices. Whilst the colour pallet is bold, it is considered that it reflects the space related uses within the building. The majority of the plant system is screened within the roof other than a single extraction flue. Comments have been received suggesting a green roof to the building, however, given the scale it is considered that this would not have any material benefit in reducing the visual impact of the building and would not be visible. Whilst it would provide biodiversity opportunities the applicant has confirmed that the method of construction of the roof would not be strong enough to support such a feature.

- 6.14 Overall, it is considered that the design of the building itself successfully accommodates its use whilst creating a landmark feature on a corner plot within the campus.
- 6.15 Conditions relating to the slab and ridge levels of the building, the materials and the landscaping are necessary to ensure the quality of the scheme. Regarding landscaping, the treatment of the road surfaces, bin store and cycle parking will also be important to ensure the development successfully integrates into the campus setting. These should be off high quality, details of these this will need to be provided.

Access and Connectivity

- 6.16 Comments from the County Highway Engineer are awaited and an update will be provided at the meeting. The applicants state that the proposal would relocate staff from existing buildings on the campus and would not therefore result in additional trips to the site however this is dependant on the current buildings remaining vacant or being re-developed. The application does however include some parking within the site itself totalling 39 spaces including disabled provision. Other than the disabled provision the parking is provided only on a temporary basis until phase 2 of the project comes forward at which point the overall plan for this Space Gateway area is to create a parking and public transport hub. A copy of this illustrative plan is attached in Appendix 1.
- 6.17 Access to the site is proposed via Library Avenue which would the serve the temporary car park and permanent service area to the rear of the building. There is an existing access point to the plot which would be extended.
- 6.18 Concerns have been raised in relation to cycle provision on the site, showering facilities and the impact on the local cycle path network. Cycling is an important factor in encouraging alternative means of transport and is part of the overall campus vision. These concerns are relatively easy to overcome and the applicants have agreed to provide additional covered cycle parking provision. The shower facilities within the building are sufficient to comply with the relevant standards for the number of employees proposed. A shared cycle/footway would be retained on the northern side of Fermi Avenue which would form part of the site landscaping, and there is a dedicated cycle way on the southern side of Fermi Avenue which will not be affected by the scheme.
- 6.19 The application includes the submission of a travel plan and a condition in relation to this is also recommended to ensure its recommendations are carried forward.
- 6.20 The application retains footway links around the perimeter of the site along Fermi and Library Avenues with links to the existing bus drop off area to the west. Current links from existing adjacent buildings will not therefore be affected. Concerns over the distance of the new buildings entrance to the bus drop off area have been raised however in any campus environment this is not unusual. Once phase 2 of the building comes forward a further entrance would be created towards the western end of the site.

Ecology

- 6.21 Whilst the site is considered to have little value in wildlife terms, there is concern that the site could support the existence of orchids. Previous campus wide survey work has revealed there is evidence of such species. Whilst the Council ecologist is not objecting to the proposal, he has requested that a condition is attached requiring a compensation strategy in the form of an area set aside for establishing a local reserve

where plants can be translocated. The applicants have confirmed that this is feasible and deliverable and a condition would ensure that this is secured.

Noise Impact

- 6.22 The application has been accompanied by a noise assessment to ensure that any noise generated from the plant equipment associated with the building does not have a detrimental impact on residential properties in the area. The proposed operations carried out within the building are representative of the type of work already carried out on site therefore it is not anticipated that the building would have any greater impact locally in terms of noise than existing operations. Concern has been raised that the noise survey does not include an assessment of levels taken from the new housing to the south of the site in Chilton Fields and that a further survey should be carried out. Given the distance away, the levels already set out at other locations in the report, and the fact that the building is not proposing uses which are likely to have any greater impact than those existing on site, it is considered that the current level of information is acceptable and Officers are satisfied that there would not be any harmful impact.

Building Sustainability

- 6.23 A sustainability assessment has been submitted with the application which identifies measures which could be included within the building such as air source energy and PV panels. The applicants have confirmed that they are seeking to achieve a BREEAM rating of 'very good' which is possible with a range of measures and a condition is recommended requiring details of how this will be secured.

Timing, delivery and S106 contributions

- 6.24 The proposed building R100 is being bought forward in two phases as funding is not yet available for the whole project. The government are committed to funding phase 1 based on permission being granted by March 28th this year and work commencing shortly afterwards. The timing is critical in order to continue the current drive towards creating a space hub at Harwell and working in conjunction with ESA.
- 6.25 The County Council have confirmed that a contribution of £10,000 is necessary towards the public transport hub at Harwell and Chilton Parish Council have expressed a wish for real time information within bus stops in the village given that people travel from the village to the site. Discussions as to how these funds can be secured will need to take place given the tight time frames involved.

7.0 CONCLUSION

- 7.1 This is a development of national importance within the newly designated Science Vale UK Enterprise Zone. The expansion of the UK space industry is a key government priority. The establishment of this building as part of the Space Gateway at Harwell would be a significant step forward for the industry and the Enterprise Zone. The principle of new commercial development at Harwell Campus is supported by the provisions of the Vale of White Local Plan, in particular Policy E7. Harwell Campus is entering a new stage of its evolution, with a particular focus on space based technology and research.
- 7.2 Whilst this is a larger building than many existing office buildings on the campus, the overall landscape impact is most keenly felt at local vantage points. From wider, long distance, viewpoints, the building, whilst taller than most existing buildings, will appear in the context of the whole campus, in particular the adjacent synchrotron building and

recently permitted ESA headquarters. When the economic benefits of the development for the district are weighed against the impact on the wider AONB, the scheme does not warrant a refusal of planning permission on visual impact grounds.

8.0 RECOMMENDATION

It is recommended that planning permission is granted subject to:

1: A legal agreement with the County Council or similar mechanism to be agreed, in order to secure contributions towards facilities to encourage the use of sustainable transport to and from the site ; and

2: Conditions as follows:

- 1 : Time limit - Full Application
- 2 : Approved plans
- 3 : Slab and ridge Levels to be agreed
- 4 : Samples of all materials to be agreed including plant cladding.
- 5 : Landscaping Scheme (Submission) to be agreed, including management plan
- 6 : Landscaping Scheme (Implementation) to be agreed
- 7 : Drainage Details (Surface and Foul) to be agreed
- 8 : Sustainable Drainage Scheme to be agreed
- 9 : No Drainage to Highway
- 10 : Access details to be agreed
- 11 : Car Parking in accordance with approved plan
- 12 : Turning Space in accordance with approved plan
- 13 : Construction Traffic Management Plan to be agreed
- 14 : Cycle parking details including details of shelter.
- 15 : Submitted Travel Plan to be adopted
- 16 : Scheme for relocating protected plants.
- 17 : Flood prevention measures in accordance with application
- 18 : Tree Protection as per submitted arboricultural method statement
- 19 : Details of footway and cycle way links around the building.
- 20: Details of measures to achieve BREEAM very good standard.

Informative: To ensure that all parties work towards securing an overall site masterplan.

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