

Design and Access Statement

Industries Innovation Lab, Car parking area at TVP 510, Oracle Parkway, Reading, RG6 1RA



Figure 1 – Oracle Innovation Lab (Source: Reading online review)¹

¹ (Source: <https://oracle-innovation-lab-reading.firstview.us/en/north-aerial-view>)

1. Introduction

This Design and Access Statement has been prepared in support of a planning application for temporary planning permission for the Industries Innovation Lab at 510 TVP, Oracle Parkway, Reading, RG6 1RA ('the Site'). The Site currently benefits from a 5-year temporary planning permission (ref. 212071) which expires on 10th September 2026. This planning application aims to secure a new temporary 5-year planning permission for the change of use of the office car parking area (Class E(g)(i)) to the Industries Innovation Lab (Sui Generis) until 10th September 2031. The 'pre-existing' site conditions will be restored once the new temporary permission expires in 2031, in accordance with the 'Illustrative Reinstatement Plan' submitted with this planning application. The Site area including access routes is approximately 3,800 sqm, with most of this undeveloped and the combined floorspace of the proposed temporary structures is 300.72 sqm (Gross Internal Area).

Oracle (the 'Applicant') set out a comprehensive overview of the existing facility on their Innovation Lab website², which includes aerial views, three-dimensional scans of the internal spaces of the temporary structures and general site layout in situ. These images can be viewed alongside this Design and Access Statement to gather an appreciation of high-quality, unique and innovative service provided by the temporary facility.

² (Source: <https://oracle-innovation-lab-reading.firstview.us/en/north-aerial-view>)

2. Design Principles and Concepts

The Industries Innovation Lab has been designed with careful consideration of its temporary nature, ensuring the Site can ultimately be reverted to its pre-existing use as a car park ancillary to the TVP 510 building. The following core principles have informed the design approach:

2.1 Accessibility and Mobility

All customer-facing areas are designed for ease of access, with the development showcasing the latest accessibility technology. Universal design principles have been applied throughout the scheme to create an inclusive experience for all users.

The design ensures that all visitors can move freely throughout the Site, with appropriate provisions for disabled access including ramped entrances to portacabins.

2.2 Customer Experience

The layout creates an engaging environment for Oracle customers that effectively showcases innovative technologies. The arrangement has been designed with the visitor journey in mind, ensuring that each of the Lab's elements flow naturally across the site to deliver a positive and cohesive experience.

2.3 Sustainability

Rainwater harvesting systems collect water from the existing structures for storage in ground-level tanks. The Applicant intends to retain the EV charging point on a permanent basis (to be secured via a separate planning application), which will contribute towards the carbon-neutral energy approach at the TVP 510 building. Furthermore, the wind turbine approved as part of the previous temporary planning application (ref. 212071) has not been built out and is due to be secured through a separate planning application by the Applicant.

2.4 Layout

The layout of the temporary structures, as detailed in the supporting existing site plan, prioritises accessibility with pedestrian access from the north of the Site, creating a direct connection between the existing TVP 510 Oracle building and the Innovation Lab. The design changes previously approved under the non-material amendment (application ref. 223708) have maintained the Site's accessibility, improved disabled access, avoided impacts on existing trees, and rationalised the height of various structures to optimise layout and experience.



Figure 2 - East to West View across the existing site³

The existing development consists of the following structures and associated works:

- **Welcome Pergola:**

Situated at the Site access and comprising of timber columns with weighted concrete feet to secure the surface mounted pergola. An area of café style furniture is covered by timber slats with a Perspex roof. Hoarding with graphics are supported by the timber columns and cover two of the external elevations.

- **Food and Beverage Kiosk:**

The kiosk is accessible to all via a ramp, with sufficient wheelchair access within the kiosk itself. An open pedestrian kiosk with handover station and a drive through kiosk are part of the external elevations to serve visitors walking or driving around the unit. Graphics cover the

³ (Source: <https://oracle-innovation-lab-reading.firstview.us/en/north-aerial-view>)

elevation with a dark grey finish to the unit. Services to the Site are provided from TVP 510, with a wastewater tank adjacent to the unit. This is pumped away so no extra wastewater enters into the main drains on Site.

- **Two Site Cabins:**

The two site cabins comprise of porta-cabins used as meeting spaces and are accessed via shared ramps between the units. The cabins sit on plinths to raise above ground level and LED strip lighting wrap around the underside of each cabin.

- **High-tech Construction Zone:**

An example of a high-technology 375 sqm construction area including a 112 sqm material laydown area is located adjacent to the site cabins. This comprises a 6m x 6m x 5m metal structure, a mock-up 5m tall utility pylon and associated machinery, including a mechanical digger, to display modern construction methods.

- **Hospitality Experience and Lobby:**

The building comprises a restaurant area/hospitality space with potential for theatre seating behind a fold-away wall and a bar and lounge area to be also used for Virtual Reality, which feeds into a fully accessible lobby. Access to the building is via a ramp with balustrading around a sensory garden, utilising an existing planted area. The building is located on a concrete effect platform to align with the adjacent train access and to ensure wheelchair accessibility. The single storey cabin has a dark grey fascia with vertical clad external walls. To enhance sustainability rainwater harvesting is being used.

- **Train Mock-up and Train Platform:**

The train platform, ancillary to the train mock-up, is accessed via a ramp and comprises a dark grey concrete effect platform with a surface of height of approximately 1.6m. Structural columns approximately 7.3m in height support a canopy and lighting, which covers the seating areas of the train platform, reaching a peak height of approximately 5.9m. Additional safety measures of balustrading surround the platform.

A mock-up train sits on tracks on the existing car park level. The train is fixed (non-moving) and is approximately 4.5m in height. The train shows the future of rail travel and has been designed to be accessible for all, with a train entrance and platform floor level that is flush to the internal level of the train.

- **Accessible WC:**

A light grey porta-cabin, with frosted windows is proposed to provide accessible WC facilities within the Industries Innovation Lab. This is accessed via a balustraded ramp. Services to the Site are provided from TVP 510, with a wastewater tank adjacent to the unit. This is pumped away so no extra wastewater enters into the main drains on Site.

- **Control Cabin:**

This is a pale grey porta-cabin with ramp and step access. Rainwater harvesting pipework is located along the roof exterior, feeding water into the ground level rainwater tank. LED strip lighting wraps around the underside of the cabin.

- **EV Car Charging Point:**

To support the autonomous car, an EV charging point has been installed near to the Future Smart Home and is illustrated on the 'proposed site plan'. The Eiffel electric vehicle charger is fixed to a concrete base, and further details are included within the submitted product information sheet. This has the potential to be retained once the temporary use has expired and will therefore be subject of a separate planning application to secure its permanent provision in the car park.

- **Replacement Door to TVP 510:** The replacement door as approved under the extant planning permission will remain in situ. There are no proposed alterations to this part of the temporary planning permission. Therefore, the relationship between the building and proposed Industries Innovation Lab is maintained.

- **Floor Finishes:**

The Site floor finishes to the Industries Innovation Lab are designed to reflect the experience of the Proposed Development and the existing surrounding car park. Existing planting has been retained where possible and new grey and dark grey surface finishes have been applied where appropriate. Gravel is located on top of existing ground within the 'construction area' and where necessary paving and planters have been removed, and a new painted road surface finish applied.

- **Fencing:**

2.4m high green, steel mesh perimeter fence surrounds the Site for both security and safety measures, details of which can be found within the supporting plans. The fence includes two sliding vehicle access doors, and a secure pedestrian access gate.

- **Lighting:**

The Proposed Development utilises the existing lighting within the car park. The cabins and structures, including the train and platform, are internally lit (where necessary), however, the operation and use of the Site is limited and takes place during usual daytime hours, so limited lighting is required.

- **Building structures:**

Building / structure name	GIA (m ²)	Measurement (m)		
		Length	Width	Height
Pergola	N/A	4.3	4.3	2.7
Control Cabin	112.5	16.7	7.6	4.1
Hospitality Experience and lobby	77.2	14.7	6.2	5.5
Train Platform	N/A	22.2	5.5	6.7
Train	N/A	19.3	2.8	N/A
Kiosk	7.9	3.4	3.3	3.9
Site Cabin 01	18.9	7.3	3.1	2.7
Site Cabin 02	18.9	7.3	3.1	2.7
DDA superloo	5.9	3	2.4	2.7
Future Smart Home	59.4	8.6	7.2	4
Construction Zone (6m x 6m x 5m metal structure and 5m high utility pylon)	N/A	N/A	N/A	N/A
Material Laydown Zone	N/A	N/A	N/A	N/A
Total Area	300.72			

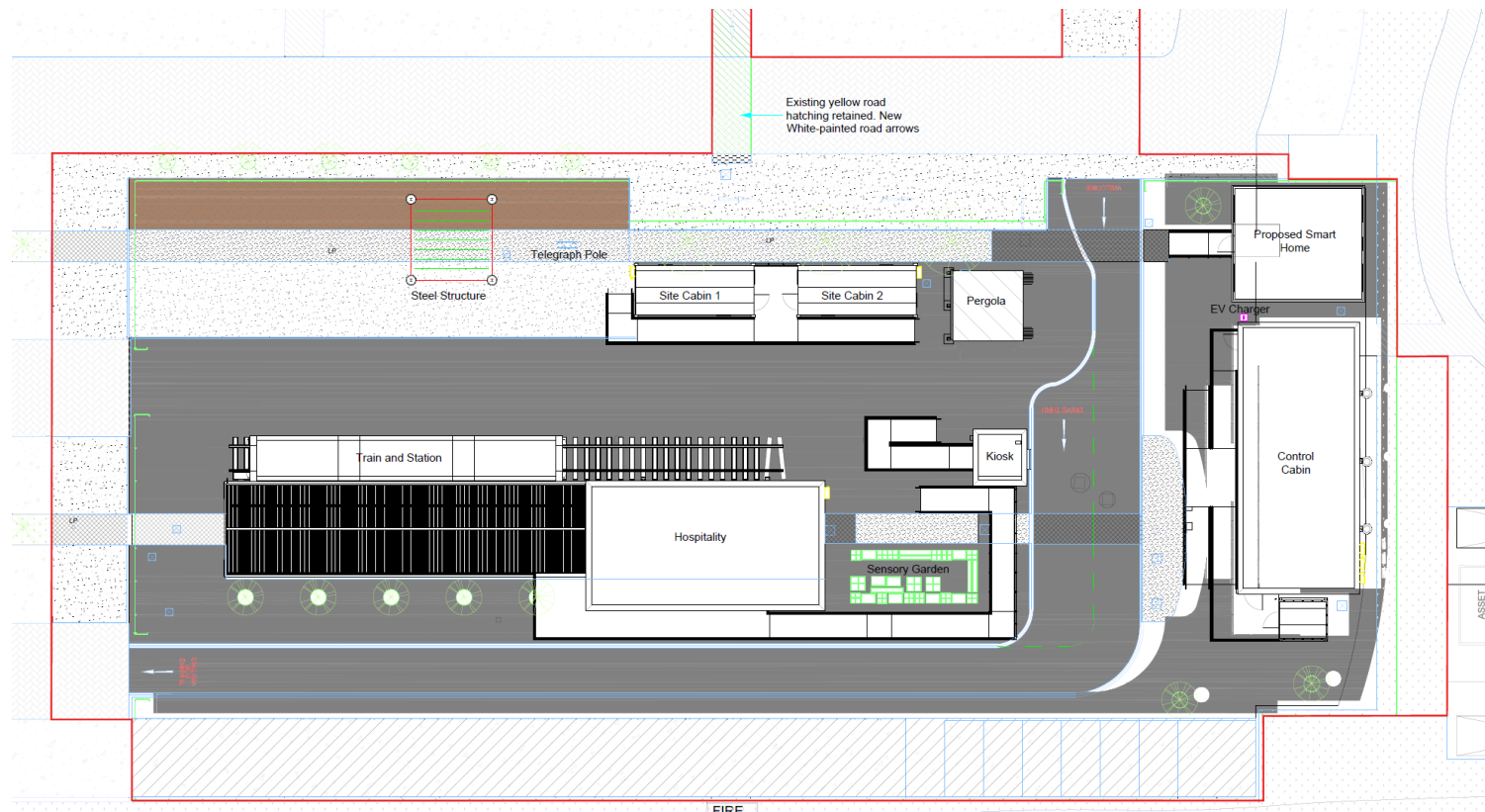


Figure 3 –proposed site layout showing ‘Smart Home’ within the fenced area

Proposed Development

The application seeks to extend an existing temporary permission (ref. 212071) for a 5-year period. While existing site arrangement is reflected in the existing site plan, one element (Future Smart Home) that was previously approved, but not yet constructed, and has therefore been shown on the proposed site plan.

The description of development is as follows:

“Full application for the temporary change of use of the Car Parking area (Class E(g)(i)) to be used as an Industries Innovation Lab (Sui Generis) for up to 5 years with associated Cabins, Structures, and EV Charging Point.”

Future Smart Home:

A future smart home/domestic house model formed part of the extant planning permission and will showcase the future of smart homes. However, at this stage of the delivery of the scheme, it has not been built-out, thereby not forming part of the existing site conditions as shown on the existing site plan. Nonetheless, there remains a commitment to deliver this aspect of the scheme, with its location and extent illustrated on the ‘proposed site plan’ **(Figure 3)**.

The single-storey unit has been designed to look like a home and is accessed via a balustraded, domestic paved landing and ramp. A faux brick effect covers the lower elevations with horizontal grey wood cladding on the upper elevation. Detailing includes a slate effect roof, white framed porch, and a red door. A domestic EV car charger and driveway are located at the front of the building, to serve the electric car, which will be showcased driving around the existing car park and proposed Industries Innovation Lab.

3. Context Appraisal and Design Response

3.1 Site Context

The application Site is well-secluded in the south-eastern corner of the car park serving TVP 510, with effective screening provided by high-quality soft landscaping and the railway line to the south. The Site forms part of Thames Valley Business Park, which is designated as a Core Employment Area under Policy CP15.

3.2 Circular Economy Principles

Given the temporary nature of the development, circular economy principles have been prioritised to minimise resource costs. The Industries Innovation Lab consists primarily of prefabricated temporary structures designed to facilitate easy decommissioning. This approach has required minimal groundworks during the original installation, and construction/deconstruction impacts will be minor in scale and temporary.

3.3 Character and Appearance

The development seeks to extend the temporary modification of the character of this section of the Site from an underutilised office car park to an area of experimental technical 'mock-up' real-life applications, including a smart home, train, train platform, and hotel lobby. These elements have created a unique destination that is compatible with the hi-tech nature of the wider Thames Valley Park employment park. The structures appear visually ancillary to TVP 510, being of a much smaller scale than the main building.

The visual impact on the character and appearance of the locality is negligible, as the temporary structures are sufficiently screened by landscaping / shrubs to the south and the existing buildings within the immediate vicinity.

3.4 Materials

The external materials were previously considered acceptable and approved under discharge of condition 8 application ref. 213436 (14th November 2021). The materials schedule verifying the external materials proposed has been submitted as part of this renewal application and can be referenced under the conditions of a grant of permission.

3.5 Policy Compliance

The proposal accords with Core Strategy Policies CP1 (Sustainable Development), CP3 (General Principles for Development), and Management Development Delivery Policy CC03 (Green Infrastructure, trees and landscaping), Policies CC04 (Sustainable Design and Construction), Policy TB11 (Core Employment Areas) in terms of its impact on the character and appearance of the surrounding area. In accordance with CP15 (Employment Development), the expansion and intensification of employment sites is supported in Core Employment Areas such as Thames Valley Business Park.

4. Landscaping Approach



Figure 4 - south to north views, illustrating the planting in-situ⁴

The existing trees and shrubbery on Site have been retained and enhanced where possible. The development maintains the existing arrangement consented across the car park. Trees that were removed as part of the original development (ref.212071) have been re-potted or replaced and will be

⁴ (Source: <https://oracle-innovation-lab-reading.firstview.us/en/north-aerial-view>)

reinstated once the temporary planning permission expires. Therefore, the resubmission of the proposals seeks to echo this arrangement, with the Applicant remaining committed to delivering the 'indicative reinstatement plan' once the extension of this temporary permission expires.

Each tree removed has been replaced, like for like, in the same location, with identical species selection and at a size of 16-18 girth and 4m height (Figure 4). The trees shall continue to be maintained following current industry standard best practice. The location and species of each tree is noted in the addendum to the Arboricultural Impact Assessment. The Root Protection Zones of all other trees on the wider site will not be impacted and the 'Tree Protection Specifications' -

Small sections of the existing landscaping strips will be retained on Site. The landscape features provided under the extant permission include:

- An Herb/Sensory Garden in raised box planters
- Tall planting to the rear of the proposed hotel lobby
- Fifteen large new potted plants and box planters

The small area of landscaping outside the TVP 510 building that accommodates the automated car layby will be restored once the temporary planning permission expires.

5. Access Arrangements

5.1 Inclusive Access

Access throughout the Industries Innovation Lab is fully inclusive, with ramp access into key structures to maintain an equal experience for all users. Universal design has been applied as a core design principle, enabling a shared experience for everyone regardless of ability.

5.2 Pedestrian Access

Pedestrian access to the Industries Innovation Lab will continue from the 'new doorway' on the existing TVP 510 building via an existing pedestrian pathway within the car park, leading to a clearly signed entrance. The continuation of this new door has a negligible impact the character of the employment area.

5.3 Vehicular Access

Vehicular access is taken from the main car park access off Oracle Parkway, with direct access into the Innovation Lab remaining exclusively for the automated car. The previously consented access arrangement will be retained.

6. Surface Water Drainage

The development utilises the existing surface drainage on the car park. Since the existing surface is predominantly impermeable hardstanding, the addition of the temporary structures does not reduce water infiltration into the ground and reduces surface run-off through:

- Rainwater harvesting that channels water from the proposed structures to storage tanks
- Retention of existing planting areas where possible
- Addition of new planting areas including potted plants and box planters
- Replacement of some impermeable hardstanding in the construction area with gravel, improving site permeability

7. Conclusion

Over the last four years, the Industries Innovation Lab has been made a valuable contribution to the regional economy, Oracle's employment offering and is considered to be an appropriate temporary development and alternative use for a designated employment area.

The design respects the context of the Site and wider Thames Valley Business Park while providing an innovative facility that aligns with the high-tech character of the area. The temporary nature of the development has informed a design approach that facilitates easy removal and reinstatement of the Site to its pre-existing conditions, with components that can be readily decommissioned when required.

The development maintains an appropriate scale of activity, mass, layout, built form, height, materials, and character without detriment to adjoining land users or occupiers. Access provisions ensure an inclusive experience for all visitors, and sustainability features contribute positively to environmental objectives.

We therefore respectfully request that temporary planning permission be granted for a further 5-year period until 10th September 2031.