

Agenda Item 81.

Application Number	Expiry Date	Parish	Ward
183208	22 March 2019	Wokingham	Evendons

Applicant	Philip Glover, Intersurgical
Site Address	Brook House and ReadyPower House, Molly Millars Lane, Wokingham RG41 2RZ
Proposal	Full application for the proposed change of use from existing mixed use to Sui Generis mixed use (B1c/B2/B8) to include erection of extension to Brook House, installation of solar panels and two silos, engineering excavation work, ancillary parking and demolition of existing ReadyPower building
Type	Full
PS Category	3
Officer	Simon Taylor
Reason for determination by committee	Major application, consisting of employment floorspace of more than 1000m ²

FOR CONSIDERATION BY	Planning Committee on Wednesday, 13 March 2019
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
<p>Intersurgical are a global designer, manufacturer and supplier of a wide range of medical devices for respiratory support. The company began in 1982 and relocated to its current global head office at Crane House, Molly Millars Lane, Wokingham in 1997. It currently has approximately 400 employees at its Wokingham site.</p> <p>It currently operates from four buildings on Molly Millars Lane. Crane House and Rehema House on the northern side of Molly Millars Lane comprise the head office and other office space and hand assembly and production areas, Brook House (application site) is located to the rear and comprises the manufacturing and mechanical extraction as well as some storage and distribution. Unit 1 on the southern side of Molly Millars Lane comprises storage and distribution.</p> <p>ReadyPower House adjoins to the rear and is currently vacant following the departure of ReadyPower Engineering (railway plant and machinery hire). Intersurgical have acquired the site and this application seeks to demolish the building and expand the operations within the Brook House site with a three storey/17.1m high rear extension with a total floor space of 3304m², representing a net increase of 2,352m².</p> <p>The site falls within the Molly Millars Industrial Estate, which is a defined Core Employment Area in the Core Strategy. The proposal satisfies Policy CP15 of the Core Strategy in terms of providing additional Class B use floorspace. It is also in accordance with the National Planning Policy Framework in providing an opportunity for the growth and expansion of the existing business. It is being undertaken in a sustainable location, including with regard to its proximity to public transport. The principle of the development is therefore acceptable.</p> <p>The application includes 58 additional on-site car parking spaces and manoeuvrability and is to the satisfaction of the Council's Highways Officer (subject to Conditions 4, 8</p>

and 7 relating to the preparation of a Construction Management Plan and Travel Plan and cycle storage details).

The only residential neighbours are located across the railway line to the east and the proposal is satisfactory on neighbour amenity grounds, including in terms of noise disturbance. Its 17.1m height is also acceptable on character grounds and is appropriate within the Molly Millars Industrial Estate.

The application is recommended for conditional approval, with other pre commencement or pre occupation conditions requiring additional details relating to contamination and potential remediation of the site, noise mitigation, electric vehicle charging, disabled and motorcycle parking, drainage and on-site water infiltration, landscaping and decentralised energy systems as well as the preparation of an Employment Skills Plan, as outlined in Conditions 3-12 and 14-16.

PLANNING STATUS

- Major Development Location
- Core Employment Area (Molly Millars Industrial Area)
- Proposed Riverside Path (along Emm Brook)
- Thames Basin Heath Special Protection Area (7km zone)
- Bat consultation zone
- Berkshire Priority Habitat
- Risk of flooding
- Part Flood Zone 1, 2 and 3
- Landfill gas consultation zone
- Contaminated land consultation zone
- Nitrate vulnerable zone (surface water)
- Wind turbine safeguarding zone
- South East Water consultation zone
- Non-classified road

RECOMMENDATION

That the committee authorise the GRANT OF PLANNING PERMISSION in principle and defer and delegate the final decision to the Assistant Director of Place Based Services following consideration of any representations received as a result of the neighbour notification, subject to the following:

- A. Completion of a legal agreement to secure an Employment Skills Plan (see Condition 12 and Informative 1)**
- B. Conditions and informatives**

Conditions

1) Timescale

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).

2) Approved details

This permission is in respect of the submitted plans numbered 3485/101, 3485/102, 3485/105, 3485/106, 3485/201 to 3485/219 inclusive, all dated September 2018. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3) Contamination and remediation details

Unless otherwise agreed by the local planning authority in writing, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts (a)-(d) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until part (d) has been complied with in relation to that contamination.

(a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) A survey of the extent, scale and nature of contamination;
- (ii) An assessment of the potential risks to:
 - Human health
 - Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes
 - Adjoining land
 - Groundwaters and surface waters
 - Ecological systems
 - Archaeological sites and ancient monuments
- (iii) An appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

(b) Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

(d) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of part (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part (b), which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part (c).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Relevant policy: NPPF paragraphs 170, 178 and 179.

4) Construction management plan

Prior to the commencement of the development hereby permitted, including any works or demolition, a Construction Management Plan is to be submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period and shall provide for:

a) The parking of vehicles of site operatives and visitors

- b) Loading and unloading of plant and materials
- c) Storage of plant and materials used in constructing the development
- d) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- e) Wheel washing facilities
- f) Measures to control the emission of dust and dirt during construction
- g) A scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: In the interests of highway safety and convenience and neighbour amenities.

Relevant policy: Core Strategy policies CP3 and CP6.

5) Accommodation of construction vehicles and deliveries

Prior to the commencement of the development hereby permitted, provision is to be made to accommodate all site operatives, visitors and construction vehicles loading, off-loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the local planning authority. The provision shall be maintained as so-approved and used for no other purposes until completion of the development or otherwise as provided for in the approved details

Reason: To prevent queuing and parking off site, in the interests of highway safety and convenience.

Relevant policy: Core Strategy policy CP6.

6) Electric vehicle charging

Prior to the commencement of the development hereby permitted, details for an Electric Vehicle Charging Strategy serving the development shall be submitted for approval in writing by the local planning authority. This strategy should include details relating to on-site infrastructure, installation of charging points and future proofing of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel.

Relevant policy: NPPF Section 9 and Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy CC07 and Appendix 2 and the Council's Parking Standards Study Report (2011).

7) Additional parking details

Prior to the commencement of the development hereby permitted, details of the following shall be submitted to and approved in writing by the local planning authority:

- a) Secure and covered bicycle parking facilities for at least 24 bikes
- b) Disabled/accessible parking for at least two vehicles located across the site
- c) Powered two wheeler (PTW) parking for at least five vehicles

All parking shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the parking of bicycles, disabled parking and PTWs respectively and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided, to encourage the use of alternative and sustainable modes of travel and to meet the future requirements of disabled users.

Relevant policy: NPPF Section 9 and Core Strategy policies CP1, CP2, CP3 and CP6 and Managing Development Delivery Local Plan policy CC07.

8) Travel Plan

Prior to the commencement of the development hereby permitted, a Travel Plan is to be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained and reviewed as so-approved.

Reason: To encourage the use of all travel modes.

Relevant policy: NPPF Section 9 and Core Strategy policy CP6.

9) Drainage details

Prior to the commencement of the development hereby permitted, details of the drainage system for the site are to be submitted to and approved in writing by the local planning authority. The details shall include:

- a) Where on site attenuation is achieved through tank storage or other similar methods, calculations showing the volume of these are also required and a network plan to detail that the features are sized appropriately and their location
- b) Where any outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated
- c) Full details of the maintenance and/or adoption proposals /agreements for the development covering every aspect of the proposed drainage system including a schedule of inspections and issue of an annual inspection report

Reason: To prevent increased flood risk from surface water run-off.

Relevant policy: NPPF Section 10, Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10.

10) Landscaping details

Prior to the commencement of the development hereby permitted, full details of both hard and soft landscape proposals shall be submitted to and approved in writing by the local planning authority. These details shall include, as appropriate, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials, refuse or other storage units, signs, lighting and external services. Soft landscaping details shall include a planting plan, specification

(including cultivation and other operations associated with plant and grass establishment), schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate, and implementation timetable.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a timetable approved in writing by 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 and permanently retained.

Reason: In the interests of visual amenity.

Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

11) Decentralised energy details

Prior to the commencement of development, a scheme for generating 10% of the predicted energy requirement of the development from decentralised renewable and/or low carbon sources (as defined in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007) or any subsequent version) shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented before the development is first occupied and shall remain operational for the lifetime of the development.

Reason: To ensure developments contribute to sustainable development.

Relevant policy: NPPF Section, Core Strategy policy CP1, Managing Development Delivery Local Plan policy CC05 and the Sustainable Design and Construction Supplementary Planning Document.

12) Demolition

Prior to the commencement of development, the existing structure shown to be demolished on the approved plan is to be so demolished and all material removed from site. Demolition of ReadyPower House, including the removal and disposal of asbestos materials, is to be undertaken in full compliance with the Asbestos Report – Copy 1 (reference B-18-111) prepared by Base Consultants Limited and dated 26 October 2018.

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

Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policies TB21.

13) External materials

The materials to be used in the construction of the external surfaces of the extension hereby permitted shall be of a similar appearance to those used in the Crane House on Molly Millars Lane unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

*Reason: To ensure that the external appearance of the building is satisfactory.
Relevant policy: Core Strategy policies CP1 and CP3*

14) Employment Skills Plan

Prior to the occupation of the development hereby permitted, an Employment and Skills Plan is to be submitted and approved in writing by the local planning authority. The Employment and Skills Plan shall show how the development hereby permitted provides opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills and shall be implemented in accordance with the approved details. Alternatively, in lieu of implementing the Employment Skills Plan, the appropriate contribution is to be paid to the local planning authority prior to occupation of any of the dwellings. .

*Reason: To ensure training opportunities are available for local workers.
Relevant policy: Managing Development Delivery Local Plan policy TB12.*

15) Noise mitigation

Prior to the occupation of the development hereby permitted, details of the proposed mitigation measures shall be submitted to and approved by the local planning authority. The details shall ensure that to ensure that all plant, machinery and equipment installed or operated in connection with the carrying out of this permission is so enclosed and/or attenuated so that noise therefrom does not exceed at any time a level of 5dB[A] below the existing background noise level when measured at a point one metre external to the nearest residential or noise sensitive property. The measures are to be implemented prior to the occupation of the building extension, and permanently maintained thereafter.

*Reason: To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring properties.
Relevant policy: NPPF Section 15, Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.*

16) Bin storage and collection area

Prior to the occupation of the development hereby permitted, details of bin storage facilities are to be submitted to and approved in writing by the local planning authority. The bin storage facilities shall be permanently so-retained and used for no purpose other than the temporary storage of refuse and recyclable materials.

*Reason: In the interests of visual and neighbouring amenities and functional development.
Relevant policy: Core Strategy CP3 and Managing Development Delivery Local Plan policy CC04.*

17) Flood Risk Assessment

Prior to the occupation of the development hereby permitted, flood risk mitigation measures shall be carried out in compliance with all suggestions made in Sections 6.1, 6.2, 10.1, 11.1 and 11.2 of the Flood Risk Assessment (reference 3181-MOLY-ICS-XX-RP-C-07.001 Rev B, dated November 2018). This includes but is

not limited to carpark and building signage, signing up to the Environment Agency's Flood line service and the implementation of flood doors to the southern access. The measures shall be permanently maintained for the life of the development/use.

Reason: To prevent the increased risk of flooding and to protect water quality.

Relevant policy: NPPF Section 14, Technical Guidance on the NPPF (Flood Risk), Core Strategy policy CP1 and Managing Development Delivery Local Plan policy CC09.

18) Parking spaces

Prior to the occupation of the development hereby permitted, the parking spaces (including the disabled parking, PTW parking and cycle parking approved by Condition 7) are to be provided in accordance with the approved plans. The parking spaces shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity.

Relevant policy: Core Strategy policies CP3 and CP6 and Managing Development Delivery Local Plan policy CC07.

19) Pedestrian access

Prior to the occupation of the development hereby permitted, the delineated pedestrian access across the Emm Brook bridge and extending between the proposed car park for Brook House and the exiting car park for Crane House is to be remarked/repainted and permanently maintained thereafter.

Reason: To ensure adequate on-site access in the interests of pedestrian safety, convenience and amenity.

Relevant policy: Core Strategy policies CP3 and CP6 and Managing Development Delivery Local Plan policy CC07.

20) Permeable surfacing

Prior to the occupation of the development hereby permitted, all new hard surfacing hereby permitted shall be constructed from permeable materials with an open graded sub-base, in accordance with the details shown on the drawing numbered 3181-MOLY-ICS-XX-DR-C-005 Rev P1, dated 26 October 2018 and the Flood Risk Assessment (reference 3181-MOLY-ICS-XX-RP-C-07.001 Rev B, dated November 2018). The paving shall be permanently maintained.

Reason: To prevent increased flood risk from surface water run-off.

Relevant policy: NPPF Section 14, Core Strategy policy CP1 and Managing Development Delivery Local Plan policies CC09 and CC10

21) Hours of work

No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than

between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

Reason: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

22) Retention of trees and shrubs

No trees, shrubs or hedges within the site which are shown as being retained on the approved plans shall be felled, uprooted wilfully damaged or destroyed, cut back in any way or removed without previous written consent of the local planning authority; any trees, shrubs or hedges removed without consent or dying or being severely damaged or becoming seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species unless the local planning authority gives written consent to any variation.

Reason: To secure the protection throughout the time that development is being carried out, of trees, shrubs and hedges growing within the site which are of amenity value to the area.

Relevant policy: Core Strategy policy CP3 and Managing Development Delivery Local Plan policies CC03 and TB21.

23) No amplification

No external sound amplifying equipment shall be installed in or on the premises.

Reason: To safeguard the residential amenities of nearby residents and the area generally from noise and disturbance.

Relevant policy: NPPF Section 15, Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

24) External doors

With the exception of when deliveries are occurring, all external doors to Brook House are to remain closed between the hours of 19:00 and 07:00.

Reason: To ensure that no nuisance or disturbance is caused to the occupiers of neighbouring properties.

Relevant policy: NPPF Section 15, Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy CC06.

25) No additional floorspace

No additional floorspace, including mezzanine floors, shall be constructed within Brook House and the extension hereby permitted without prior written permission of the local planning authority.

Reason: To prevent an over-development of the site and to ensure adequate parking.

Relevant policy: Core Strategy policies CP1, CP3 and CP6 and Managing Development Delivery Local Plan policy CC07

Informatives

1) Section 106 agreement

This permission should be read in conjunction with the legal agreement under section 106 of the Town and Country Planning Act dated # March 2019, the obligations in which relate to this development.

2) Pre commencement conditions

The applicant is reminded that this approval is granted subject to conditions which must be complied with prior to the development starting on site. Commencement of the development without complying with the pre-commencement requirements may be outside the terms of this permission and liable to enforcement action. The information required should be formally submitted to the Council for consideration with the relevant fee. Once the details have been approved in writing the development should be carried out only in accordance with those details. If this is not clear please contact the case officer to discuss.

3) Demolition notice

The applicant is reminded that a Demolition Notice may be required to be served on the Council in accordance with current Building Regulations and it is recommended that the Building Control Section be contacted for further advice.

4) Changes to the approved plans

The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

5) Protected species

This permission does not convey or imply any approval or consent required under the Wildlife and Countryside Act 1981 for protected species. The applicant is advised to contact Natural England with regard to any protected species that may be found on the site.

6) Travel plan

The requisite Travel plan would need to comply with the latest national and local guidance:

- a) NPPF Section 9 (Sustainable Transport)
- b) The Essential Guide to Travel Planning (DfT, March 2008)
- c) Delivering Travel Plans Through the Planning Process (DfT, April 2009)
- d) A Guide on Travel Plans for Developers (DfT)

e) Making Residential Travel Plans Work (DfT, June 2007)

All accessible at:

<http://www.dft.gov.uk/pgr/sustainable/travelplans/>

<https://www.gov.uk/government/policies/improving-local-transport>

WBC Transport Plan 3 and Active Travel Plan 2011 – 2026

WBC Workplace Travel Plan Guidance and Residential Travel Plan Guidance

Documents, covering workplace travel plans and residential travel plans provide local guidance and are available on the Borough's website.

7) Community Infrastructure Levy

The development hereby permitted is liable to pay the Community Infrastructure Levy. The Liability Notice issued by Wokingham Borough Council will state the current chargeable amount. A revised Liability Notice will be issued if this amount changes. Anyone can formally assume liability to pay, but if no one does so then liability will rest with the landowner. There are certain legal requirements that must be complied with. For instance, whoever will pay the levy must submit an Assumption of Liability form and a Commencement Notice to Wokingham Borough Council prior to commencement of development. For more information see - <http://www.wokingham.gov.uk/planning/developers/cil/cil-processes/>

8) Discussion

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant in terms of amended plans being submitted by the applicant.

The decision to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the NPPF is considered to be a positive outcome of these discussions.

RELEVANT PLANNING HISTORY OF INTERSURGICAL		
The following applications are relevant to this assessment as it explains the expansion of Intersurgical operations across the Molly Millars Lane sites, including parking arrangements.		
BROOK HOUSE (SUBJECT SITE)		
App Number	Decision/Date	Decision/Date
01060	Warehouse and offices (outline)	Approved 8 August 1974
03268	Bridge, warehouse and offices (outline)	Approved 2 October 1975
04724	Warehouse extension	Approved 14 May 1976
05471	CoU of warehouse to factory	Approved 28 October 1976
BR 16521	Storage platform	Refused 3 April 1981
BR 17220		Approved 28 August 1981
BR 20597		Approved 27 May 1983
T/1998/68021	Silo for lime storage (temporary)	Approved 26 August 1998
CRANE HOUSE AND REHEMA HOUSE		
App No.	Description	Decision/Date

40018	Signage	Approved 5 November 1992
45102	Exterior cladding and glazing	Refused 20 November 1995
F/1995/61194	Enlargement to entrance lobby and 10 car spaces	Details unknown
F/1996/63220	Alterations to exterior of building and parking for 45 car parking spaces	Approved 5 March 1996
F/1996/64009	Provision of 25 additional parking	Approved 31 January 1997
F/1997/66827	Variation to F/1996/64009 (retrospective)	Approved 9 November 1998
F/1997/65375	CoU from Class B8 use To 2015m2 of Class B8 use and 2315m2 of Class B1 use with parking to the rear (retrospective)	Approved 19 January 1999
F/1999/69404	New entrance lobby and relocated parking	Approved 17 May 1999
F/2000/1189	Erection of two silos	Approved 2 June 2000
F/2003/0382	New mezzanine floor to form B1(a) office space and change of use of part of existing warehouse space (B8) to production area (B1c) with new external windows and 15 car parking spaces	Approved 24 February 2004
F/2005/4107	New mezzanine floor for administration space and CoU of part of the warehouse production area (Class B8) to production area (Class B1c)	Approved 27 April 2005
F/2007/3117	Extension to carpark comprising eight additional spaces at Remeha House (prior to occupation by Intersurgical)	Approved 6 February 2008
F/2008/1202	Rear extension for an increase in Class B8 storage space	Refused 18 July 2008
F/2014/1760	Link between Crane House and Remeha House with new front entrance, revised highway access and 15 new visitor parking spaces	Approved 5 June 2015
UNIT 1 (SOUTHERN SIDE OF MOLLY MILLARS LANE)		
17152	Light industrial and warehouse buildings in Molly Millars Lane, with Condition 21 limiting the use of Unit 1 to 'Class X (wholesale warehouses or repositories together with ancillary offices'	Approved 7 May 1982
20707	Extension of mezzanine for additional office space (not implemented)	Approved 9 February 1984
22143	CoU from storage and distribution to light industrial with ancillary general industrial use for a total maximum area of 1000 square feet	Approved 20 September 1984
F/2004/2761	CoU from Class B1 (business) to Class B8 (storage and distribution)	Approved 1 December 2004
F/2008/1203	Rear extension to allow an increase in storage space (Class B8) use (not implemented)	Approved 18 July 2008

181859	CoU of the existing building from Class B8 (storage and distribution) to Class B2 (general industrial) to allow hand assembly of medical products currently being undertaken within the Crane House site with storage and distribution handling relocating to Crane House.	Withdrawn 19 October 2018
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SUMMARY INFORMATION	
Site Area	6,130m ²
Existing land uses	Brook House: Class B2 (manufacturing) ReadyPower House: Sui generis (plant hire)
Proposed land uses	Brook House: Class B1(c) (light industry), B2 (general industrial) and B8 (storage and distribution)
Existing floorspace	Brook House: 1,504m ² ReadyPower House: 952m ² Total: 2,456m ²
Proposed floorspace	Total: 4,808m ² in Brook House in Class B1/B2/B8 use
Change in floorspace (+/-)	3,304m ² of new floorspace with a net increase of 2,352m ²
Number of jobs created/lost	Increase of 25 employees (from 29 to 54) with approximately 400 within the Intersurgical site
Existing parking spaces	24 formal spaces
Proposed parking spaces	82 formal spaces (net increase of 58 spaces)

CONSULTATION RESPONSES	
WBC Biodiversity	No objection.
WBC Drainage	No objection, subject to drainage details (Condition 9).
WBC Environmental Health	As there are historic land uses in the vicinity that have the potential to cause contamination, additional remediation details are required by Condition 3.
WBC Highways	No objection, subject to cycle storage details (Condition 7), a Travel Plan (Condition 8) and Construction Management Plan (Condition 4).
Thames Water	No objection, on the grounds that surface water will not be discharged to the public network.
Environment Agency	No comments received.

REPRESENTATIONS	
Wokingham Town Council	No comments were received.
Local Members	
Neighbours	No comments were received during the statutory period. However, due to a validation/consultation error, the scope and period of the consultation were extended, with a final date of 28 March 2019.

APPLICANTS POINTS	
<ul style="list-style-type: none"> The development is required to have 5.5m high ground and first floor levels and the overall height of 17m is appropriate in the context of surrounding two and three storey buildings and when accounting for changing ground levels Materials are to match the existing building 	

- The proposal will result in the provision of 86 spaces. The site layout also facilitates the arrival, unloading and/or loading, turning and egress of delivery lorries to the warehouse section of the proposal
- There is an improvement in Class B floorspace and retention of employment use
- The separation distance of over 40m combined with the elevated nature of the railway line between the two sets of buildings is considered ample to protect residential amenity in relation to loss of light, overlooking and overbearing
- A construction management plan would be put in place to control material deliveries, and on-site parking and turning
- The manufacturing process will be entirely contained within the building and no toxic materials or chemicals are used
- By way of contributing to the reduction in carbon, the proposal would achieve current building construction standards with added sustainability measures
- The finished floor level of the building will be raised and barriers added to the original doors to mitigate flood risk
- The areas of new car parking, both adjacent to the new building and adjacent to the brook will be of a permeable finish with an open graded sub-base beneath

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP8	Thames Basin Heaths Special Protection Area
	CP9	Scale and Location of Development Proposals
	CP15	Employment Development
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	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
	CC10	Sustainable Drainage
	TB11	Core Employment Areas
	TB12	Employment Skills Plan
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
Borough Design Guide SPD	TB21	Landscape Character
	TB23	Biodiversity and Development
	BDG	Sections 6 and 7

PLANNING ISSUES
Description of Development
1. The proposal involves the following works: <ul style="list-style-type: none"> • Demolition of ReadyPower House at the northern end of the site

- Part two/part three storey extension to the northern side of the existing Brook House to be used for Class B1(c), B2 and B8 uses and comprising of the following:
 - Ovens and manufacturing area, injection moulding area and warehouse space on the ground floor
 - Assembly area, toilets and lobby space, offices and storage on the first floor
 - Storage space, toilets and canteen on the second floor
 - Freight lift and passenger lift serving each floor
 - Two dual pitched roofs with south facing solar panels
- Two new silos extending to a height of 11.6m to the western side of the extension
- Provision of 58 additional car parking spaces across the site
- Increase in staff (full time equivalents) from 29 to 54
- Ancillary site works including excavation work, access and landscaping
- Use of the existing access and bridge from Molly Millars Lane

2. The planning statement refers to a 'change of use from Sui Generis mixed B2/B8 site for the manufacture of medical equipment and the associated storage of material and final product prior to distribution'. However, the application form also includes a B1(c) use. In this case, consideration of the Class B1(c) use forms part of this application.

3. Intersurgical currently operates 24 hours a day, 365 days a year in two 12-hour shifts. For the purposes of this assessment, it is assumed that this application involves the same operational arrangements.

Description of Site

4. The 0.61 hectare site comprises a backland site on the northern side of Emm Brook with access from Molly Millars Lane in the south via a bridge. It currently houses two separate, detached, single storey warehouses of 920m² and 660m² floorspace with hardstanding or gravel across the balance of the site. Mature landscaping frames the southern boundary of Emm Brook and the eastern boundary, which is the Wokingham-Crowthorne rail corridor. There is a level change between the two existing buildings of 1.085m from south to north.

5. Development to the north, west and south is industrial in nature as part of the Molly Millars Industrial Estate (or Core Employment Area). The main head office of Intersurgical operates from Brook and Rehema House, which adjoins to the south. Across the rail corridor to the east is a residential development of 75 dwellings approved in 2001.

Principle of Development

6. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. Policy CC01 of the MDD Local Plan states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

7. Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map and therefore replaces the proposals map adopted through Policy CP9 of the Core Strategy. This sets out that proposals within development limits will be acceptable in principle, having regard to the service provisions associated with the major, modest and limited categories.
8. As the site is within a major development location and the proposal involves an extension to the existing Class B use, the proposal is acceptable in principle. This includes a consideration of its sustainability credentials as it is 40m from the nearest bus stop, 450m from Tesco Supermarket, 800m from Wokingham Town Centre and 1.4km from Wokingham Train Station, which are appropriate walking distances.
9. Policy CP15 of the Core Strategy allows for the redevelopment, refurbishment or minor extension of buildings in employment use where they are in the settlement limits and where there is no net loss of Class B floor space. The basis behind this is outlined in paragraph 4.70, which refers to an Employment Land Study (2006) which sets out that the supply of floor space for industry and warehousing needs to increase by 51,000m² to meet forecast Class B use growth in the borough over the Development Plan period to 2026. The Council's most recent Employment Land Monitoring Report for April 2013–March 2014 demonstrates that there was a net gain of 3,649m² of Class B use floor space in the borough from 1 April 2006.
10. The proposal involves a net increase of 2,352m² of Class B floorspace within the boundaries of the Molly Millars Core Employment Area, with the majority of the floor area assigned for B2 and B8 uses. It is therefore in accordance with Policy CP15 in terms of providing additional employment floorspace within the borough.
11. There is also a qualitative requirement to Policy CP15 in that *'provision will be made for a range of sizes, types, quality and locations of premises and sites in order to meet incubator/start up, move on, expansion and investment accommodation needs and having regard to the needs of specific sectors of the business community.'*
12. The NPPF also has an overriding emphasis for building on a strong, competitive economy, with Paragraph 80 stating that decisions *'should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'*
13. Intersurgical have operated from the original Crane House building for 22 years and there have been 11 implemented planning permissions since 1997 relating to building extensions, changes of use and additional car parking areas. The extraction, manufacturing, storage and distribution operations also occur across four separate buildings and the staffing roster has increased consistently and substantially over the years. This demonstrates ongoing growth and the subject application addresses a need for additional floorspace to allow continued expansion of the business. The proposal is therefore in accordance with Policy CP15 and is acceptable.

Character of the Area

14. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and

must be of high quality design. Policy NR1 of the Borough Design Guide states development should respond to key characteristics and features of the site.

15. This is reinforced in the BDG, in terms of NR2, which states that proposals should improve the area and NR7, which requires that roofs be designed to the context of the area, as well as NR5, NR6, NR8 and NR9, as discussed in detail below.
16. NR9 of the BDG also states that large floorplates must minimise impact upon the character of the area. The proposed warehouse will have a large footprint of 2,212m², which is an increase of 40% from the existing combined footprint of ReadyPower House and Brook House (1580m²). However, it is not inconsistent with the pattern of development in the surrounding area, with the average footprint of warehouses in the vicinity of 2000m² and several examples of 3000m²+ footprints, including Crane House to the south. Furthermore, given its backland location, it does not present any undue dominance in terms of any excessive building width or separation.
17. NR6 of the BDG requires a moderation of impact where there are differences in height and NR5 notes that height, bulk and massing should respond to the local context. The extension will have three storeys but at a maximum height of 16.2m-17.1m (66.6 to 67.5 AOD as measured to the two main ridges), it is the equivalent of five storeys. This is because of the necessity for 5.5m ceiling heights in the ground and first floors to accommodate the required manufacturing equipment. A roof pitch of 15° also adds to the height, with the pitch intended to match that of the existing Brook House.
18. The eaves height is 14.1m or 64.5 AOD, which is about 12.6m above the existing ground level when measured at the rear of the site. This is because there is a fall of more than 1.0m across the site from north to south and the extension will be partially excavated into the slope of the site at the rear.
19. Furthermore, at 57.4 AOD or thereabouts, the railway embankment along the eastern boundary of the site is up to 7.5m above the existing ground level of the application site, which has the effect of reducing its apparent height when viewed from the east.
20. In terms of its visibility in the surrounding area, the existing Brook House and ReadyPower House are both at or near the level of the railway embankment and as such, are not visible from the residential properties to the east. With a single storey height, they also sit comfortably within the context of the surrounding buildings.
21. By contrast, the proposed extension is higher than other buildings in the surrounding area. For instance, the head office at Crane House on Molly Millars Lane has a height of 9.5m-10.8m, Unit 1 has a height of 8.7m and the area is generally dominated by two storey heights of generally not more than 11m. The exceptions would be Cyber House (adjoining to the south west) which extends to 17.7m or five storeys and a 230 unit residential flat development at Ashville Way, which is 12m on Molly Millars Lane and up to 15m or five storeys on Ashville Way in the north.
22. The eaves of the proposed extension will be 7.1m above the level of the railway line and because it will rise above surrounding buildings, the extension will be visible

from most vantage points, including Ashville Way in the north, Molly Millars Lane in the south and above the railway line in views from most of the residential properties to the west in Oakey Drive. However, its height is not unduly excessive given its location within the Core Employment Area, in terms of its relationship with the sloping ground level (with the rear of the building partly excavated into the ground), the railway line embankment along its eastern boundary and because of its backland location away from the main road. It is also aided by landscaping along its southern and eastern boundaries, which allows for some screening in wider sightlines from other industrial properties and the residential properties to the east. Furthermore, there are examples of similar height buildings within a radius of 200m (Cyber House and the residential flat scheme to the west) and as an appropriate reference point, the main ridge of the building at the entrance of Oakey Drive (No 1-4) extends to a height of approximately 66.5, which is comparable to the maximum ridge height of 67.5 of the proposed extension. On this basis, the height of the building is considered to be acceptable.

23. The building design is a typical warehouse design with external cladding, full height glazing to parts of the western elevation and a double dual pitched roof at 15°. This is typical of the type of development that would be found within the industrial area. There are examples of flat roof and pitched roof buildings within Molly Millars and in this respect, the roof would not be out of character. Solar panels are proposed to the southern roof plane, which are acceptable.
24. Two silos are proposed to the western side of the extension. With a height of 11.6m and their location immediately alongside the western elevation of the building, there is no adverse impact upon the character of the industrial estate.
25. NR8 of the BDG requires high quality and simple materials and components. The extension will match the existing materials of Crane House on Molly Millars Lane, which is a grey colour with green detailing and facing brick at ground level. This is an acceptable design solution and is detailed in Condition 13.
26. Policy P2 of the BDG ensures that parking is provided in a manner that is compatible with the local character and NR10 states that car parking is to be unobtrusive and landscaped. In the context of the expanse of hard paving on the existing site, as there is no net loss of soft landscaping and when considering the industrial nature of the surrounding area, the enlargement of the carpark is acceptable on character grounds. Condition 10 does, however, require the submission of landscaping details.
27. Generally, the proposal achieves a compatible design, built form and appearance that does not adversely detract from the character of the existing industrial estate. It is confined to a backland site and relates satisfactorily to the sloping landform. It achieves a substantial increase in employment floorspace in a measured manner that is not inconsistent with the desired or likely future character of the area. In this respect, it is acceptable in terms of CP3 and the BDG and no objection is raised.

Residential Amenity

28. Policy CP3 of the Core Strategy aims to protect neighbouring amenity and Policy CC06 and Appendix 1 of the MDD Local Plan requires that development protect noise sensitive receptors from noise impact.

29. The site is at the eastern edge of the Molly Millars Industrial Estate, with a row of 29 residential dwellings across the railway line to the east, which form part of a wider 75 dwelling development. Other industrial buildings surround the site to the north, east and south.
30. Despite the equivalent five storey or 17.1m maximum height of the extension, there is no unreasonable impression of dominance, sense of enclosure or loss of sunlight and daylight to neighbouring residential properties because there is at least 32m separation to the rear boundary of the nearest property and 40m to the rear elevation as well as vegetation cover and a railway embankment separating the properties. There are also no issues of overlooking, particularly as the building is well contained with minimal glazing to its southern, eastern and northern elevations.
31. Within the industrial estate, there is not less than 6.5m setback from the property boundaries and in the context of other two storey buildings, there are no unreasonable amenity impacts.
32. The increase in floor area, additional class B1(c) and class B2 floorspace and 24 hour operation implies that there is likely to be increased activity and noise within the warehouse and additional HGV delivery movements outside. There will also be additional vehicle movements associated with the additional staff being employed on the site.
33. The application was not accompanied by a Noise Assessment or Acoustic Report, instead arguing that it is *'set against a backdrop of other Core Employment B class uses adjoining the site (and) would continue the same manufacturing process currently undertaken at Brook House, for which we understand no concerns have ever arisen regarding noise'*.
34. The proposal seeks an expansion of existing Class B uses rather than the introduction of a new use and it is confirmed that there are no known noise complaints arising from the existing use. It will be located within the confines of the Core Employment Area boundaries where such uses, and noise impacts, are anticipated.
35. The extraction and manufacturing processes will be confined to the interior of the building where noise will be largely contained by the walls of the building. The enlargement of the floorspace will likely allow for some existing noisy movements, such as forklifts, being contained within the building.
36. There also tends to be less noise associated with the storage and distribution use, which makes up 40% of the floorspace and the office space, which accounts for a further 13% of the building.
37. As confirmed by the Council's Highways Officer in paragraph 59, the trip movements to and from the site are not excessive. The likely noise from delivery and staff vehicle movements are unlikely to pose any reasonable noise concerns beyond what would be expected of an industrial estate or from the existing arrangement.

38. As an existing good neighbour and with a separation distance of over 40m to the nearest residential properties to the east as well as tree coverage and a railway embankment between the noise source and the residential receivers, there are no in-principle objections on acoustic privacy concerns.

39. However, it is also noted that 24 hour operation is proposed as part of Intersurgical's ongoing operational schedule and there is no in principle reason to oppose this. Accordingly, a condition restricting hours of use, deliveries or operation of machinery has not been imposed. However, it is still prudent that Conditions 15 and 24 be applied, which require that additional mitigation details be submitted prior to the occupation of the building and that the doors to the building be closed during the evening period, respectively.

Light spillage

40. Whilst no additional external lighting is proposed, the proposal intends to operate a night shift arrangement. This is likely to lead to some increase in lighting usage or headlight glare. However, given the aforementioned separation, there are no concerns raised.

Access and Movement

Car Parking

41. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards, including provision for charging facilities. A Use Class plan was supplied and it results in the following existing and proposed parking requirements:

Existing	Use Class	Area	Parking rate	Parking Required
ReadyPower House (existing)	B1	477m ²	1 per 25m ² (or 1 per 30m ² above 2500m ²)	19.08 spaces
	B8	475m ²	1 per 25m ² (or 1 per 200m ² above 250m ²)	10.9 spaces
Total		952m ²		30 spaces
Brook House (existing)	B1	120m ²	1 per 25m ² (or 1 per 30m ² above 2500m ²)	5.2 spaces
	B2	1384m ²	1 per 25m ² (or 1 per 50m ² above 250m ²)	33 spaces
	B8	0m ²	1 per 25m ² (or 1 per 200m ² above 250m ²)	0 spaces
Total		1504m ²		38 spaces
Grand Total		2456m ²		68 spaces

Proposed	Use Class	Area	Parking rate	Parking Required
Brook House (including extension)	B1	969m ²	1 per 25m ² (or 1 per 30m ² above 2500m ²)	38.76 spaces
	B2	1897m ²	1 per 25m ² (or 1 per 50m ² above 250m ²)	42.92 spaces
	B8	1942m ²	1 per 25m ² (or 1 per 200m ² above 250m ²)	16.76 spaces
Total		4808m ²		98 spaces
Net increase				30 spaces

42. The Planning Statement and Transport Statement submitted with the planning application have given consideration to the proposed extension only. Whilst this is

not opposed, for completeness, it is also relevant to consider the whole site given the proposal is for an extension to the existing Brook House and the car parking will be shared.

43. There is no formal parking for ReadyPower House, although there is space for the parking for some vehicles. The use of ReadyPower House is classed as a mixed Class B1 and B8 use, and with a requirement for 30 spaces, there is a clear numerical deficiency within that use. There are 24 formal parking spaces within the curtilage of Brook House (with some additional informal parking), which also represents a deficiency of at least 14 spaces.
44. The proposal seeks to provide a total of 82 spaces across the site, which is a net increase of 58 spaces. This is a deficiency of 16 spaces. However, the proposal also represents a significant increase (58 spaces) in excess of what the extension generates (30 spaces) and a significant improvement above the existing parking arrangement for ReadyPower House and for these reasons, the proposal is acceptable.
45. Subject to the provision of PTW parking and cycle parking (paragraphs 52-54 respectively), there are other site specific circumstances that render the proposal acceptable. Brook House currently employs 29 staff across two non-peak shifts, with this increasing to 54 under similar non-peak shift patterns under this application. The actual parking generation from shift workers is therefore likely to be less than that anticipated in the MDD Local Plan. The site is also located within walking distance of several bus services and Wokingham Train Station and a large percentage of the workforce live in the immediate area of Wokingham. Regardless, the 58 additional spaces is well in excess of the additional 25 staff being employed.
46. Whilst the proposal is acceptable, to protect against unmanaged increases in floorspace and a lack of car parking, Condition 25 prohibits any new mezzanine floor space within the building without planning permission.
47. As Intersurgical extends across three other buildings in the immediate area, it is also worth considering these buildings. The most recent planning application submitted by Intersurgical resulted in a total of 220 spaces for 12,659m² (at a rate of one space per 57.5m²) of Class B1, B2 and B8 floorspace across all four buildings.
48. Given the connectivity between Crane House, Rehema House, Brook House and Unit 1, it is likely that there will be overlapping parking use across the sites. The total provision of 278 spaces for 15,011m² of Class B1, B2 and B8 floorspace is reasonable when accounting for the variable uses and parking rates, site location and shift working patterns. At a rate of one space per 54m², it also represents an improvement to the existing rate of parking spaces per square metre.
49. Policy CC07 of the MDD Local Plan (in paragraph 2.52) states that consideration should be given to the need to provide sufficient vehicle charging facilities for electric vehicles or provide for the easy adaptation of parking provision to enable charging points to be rolled out as and when demand rises. Given the scale of the development and the number of parking spaces, such an approach should be encouraged and Condition 6 requires the submission of an electric charging plan.

Disabled parking

50. Policy CC07 of the MDD Local Plan requires the provision of disabled parking at a rate of three bays + 3% or in this case, a total of 5.4 spaces. The Transport Statement refers to a requirement for ten spaces, which is incorrect. Regardless, there is no provision for disabled parking and no explanation given for the failure to do so.
51. There is adequate space within the site for at least five spaces to be accommodated and given the importance of promoting equal employment opportunities, accessible parking should be provided. Notwithstanding this, the specific site circumstances are such that a total of two spaces is a more realistic requirement. This is because there will be very few visitors to the site and there is an opportunity to provide additional disabled parking as the need arises within the workforce. This is detailed in Condition 7.

Powered two wheeler parking

52. Policy CC07 of the MDD Local Plan requires the provision of PTW or motorcycle parking at a rate of one space per 20 car parking spaces, in this case, a total of five spaces. The Transport Statement refers to a requirement for one space, which is incorrect. Regardless, there is no provision for motorcycle parking within the architectural plans. Given the importance of promoting alternative modes of transport and given the scale of the development and the technical non-compliance with the parking requirement, a total of five motorcycle spaces are required by Condition 7. There is adequate space within the site for at least five spaces to be accommodated without affecting existing parking or access.

Cycle Parking

53. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum cycle parking standards. One space is required per 150m²-200m² of floorspace, depending upon the Class B use. P2 and P3 of the BDG also ensure that it is conveniently located, secure and undercover.
54. Cycle storage for 26 bikes is shown on the site plan at the rear of the site. This accords with the requirement but because the storage area is less than 10m² in area, it is not sufficient to accommodate 26 bikes. Additional details, including an enlarged area and/or storage details, are therefore required by Condition 7.

Proposed	Use Class	Area	Parking rate	Parking Required
Brook House (including extension)	B1	969m ²	1 per 150m ²	6.46 spaces
	B2	1897m ²	1 per 200m ²	9.48 spaces
	B8	1942m ²	1 per 200m ²	9.71 spaces
Total		4808m ²		26 spaces

55. The Council's Highways Officer has recommended that short term cycle parking also be provided closer to the main entrance. However, with the main head office retained at the Crane House site and as Brook House will be used for manufacturing and storage and distribution, this requirement is unwarranted.

Access

56. P3 of the BDG notes that parking spaces are to be a minimum of 5m x 2.5m and there should be 6m separation between the two rows of parking spaces to allow for safe manoeuvring. The proposal accords with this requirement.
57. Vehicular and pedestrian access from the main highway and Crane House is via a 4.2m wide bridge via Molly Millars Lane. It is shared with several other businesses. This arrangement will remain unchanged and the level of traffic movements across the 24 hour period is unlikely to change to the extent that it would raise concern. However, this remains subject to a consideration of flood risk comments in paragraph 68 and the imposition of Condition 15, which requires a remarking of the existing pedestrian access on the shared bridge. The latter is required because the increase in staff numbers will bring about increased pedestrian movements between Crane House and Brook House within a shared zone.
58. Access and turning for HGV deliveries and private refuse collection are achievable with a swept path analysis showing forward movement for a 10m rigid vehicle. The Council's Highways Officer is satisfied with this outcome.

Traffic Generation

59. The application was supported by a Transport Statement. It includes trip rates that were extracted from TRICS database. The Council's Highways Officer has reviewed the data and raises no objection, concluding that the development would not have an adverse impact on the highway network.
60. The Design and Access Statement refers to a maximum of four HGV deliveries per day at irregular intervals across the day. Given the limited interruption posed by vehicle movements and as these deliveries are often coming from Lithuania (and could arrive during the night), it would not be appropriate to limit delivery times by condition.

Construction Management

61. Given the extent of works, a framework demolition and construction method statement is required at Condition 4.

Sustainability

62. Policies CP1, CP6, CP9 of the Core Strategy permit development where it is based on sustainable credentials in terms of access to local facilities and services and the promotion of sustainable transport.
63. Whilst it is accepted that the site is suitably located in terms of sustainability credentials, Intersurgical has a large workforce and there are limitations upon the amount of on-site car parking. Given the extent of the proposed development, a Travel Plan is to be prepared and this forms part of the recommendation for approval, as outlined at Condition 8.

Flooding and Drainage

Flood Risk

64. Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding. Due to its location adjacent to Emm Brook, the site is within flood zones 2 and 3 although access from Molly Millars Lane originates from flood zone 1. More particularly, Brook House is within flood zones 2 and 3a, the extension to its northern side will protrude partially into flood zone 2 and most of the parking area is within flood zone 3a. A small area of land is within flood zone 3b but is not proposed for development.
65. The application was supported by a Flood Risk Assessment (FRA). It undertook additional flood modelling using Environment Agency data and refers to a 1 in 100 year flood level (+20% climate change allowance) of 49.94 to 50.03, variable because the existing bridge over the river results in some choking of river flows.
66. The proposed use is defined as a less vulnerable use with the proposed industrial and storage and distribution use appropriate within Flood Zones 2 and 3a, which this proposal is. Regardless, the floor level of the proposed extension is at 50.37, stepping up from the existing building at 50.02. This allows for sufficient freeboard above the flood level. As such, there is no flood risk for the building.
67. The FRA also states that parking spaces 1-36 and 59-81, which are within flood zone 3, are to be signposted to alert users and the southern accesses to the existing building are to be provided with temporary and demountable flood protection products or a 'flood doors'.
68. Access to the site via Molly Millars Lane will be below the flood level but with enrolment with the Environment Agency's Flood line service, it is not envisaged that this poses an adverse flood risk for staff evacuation.
69. The Council's Drainage Officer reviewed the proposal and raised no objection. The Environment Agency were consulted but no response was forthcoming during the statutory period. In conclusion, no objection is raised on flood risk grounds and Condition 17 adopts the suggestions outlined in Section 11 of the Flood Risk Assessment.

Sustainable Drainage

70. Policy CC10 of the MDD Local Plan requires sustainable drainage methods and the minimisation of surface water flow. The proposed sustainable drainage techniques for the development should accommodate the peak rainfall event for a 1 in 100 year storm event with an additional allowance for climate change.
71. The majority of the site is hard paved, resulting in little on-site infiltration. The run off rate in a 1 in 100 year event is 203.9L/sec, which is well above the greenfield rate of 12.5L/s. With an increased footprint and limited infiltration given its proximity to Emm Brook, the FRA lists permeable paving and tanked storage as the only realistic SuDS solutions.
72. The recommendation of the FRA is that areas of new car parking be permeable paved with an open graded sub-base, allowing a discharge rate of 5L/s into Emm Brook. With roof runoff discharging via the existing surface water drainage system, the overall discharge rate and volumes will remain unchanged at 77L/sec.

73. The Council's Drainage Officer has reviewed this arrangement and raises no objection, subject to Condition 9, which requires additional details of the maintenance and/or adoption agreements (and details of tanked storage or outfall discharge control if these are employed). Condition 20 also reinforces the need for permeable paving as recommended by the FRA. In doing so, the proposal is acceptable in terms of Policy CC10.

Landscape and Trees

74. Policy CC03 of the MDD Local Plan aims to protect green infrastructure networks, retain existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character.

75. The site comprises a large expanse of hardstanding across the site with two small pockets of soft landscaping within the parking and loading bay areas. Three existing trees situated amongst the existing hardstanding will be retained. The site benefits from tree coverage along the railway corridor to the east and Emm Brook to the south, all of which will be retained and unaffected by building works. Condition 10 requires the submission of a landscaping scheme as a pre commencement requirement to ensure that there is an enhancement of the setting and a positive relationship with the aforementioned boundary vegetation.

Ecology

76. Policy TB23 of the MDD Local Plan requires the incorporation of new biodiversity features, buffers between habitats and species of importance and integration with the wider green infrastructure network.

77. The bat survey report (Tree Surveys, December 2018) for ReadyPower House concludes that the building is unlikely to host roosting bats whilst Brook House will remain largely unaltered with the works only affecting a small area of the roof and hardstanding. The Council's Ecology Officer therefore concludes that the proposal is unlikely to affect bats or other protected species and no objections are raised.

Thames Basin Heaths Special Protection Area

78. Policy CP8 of the Core Strategy states that where development is likely to have an effect on the Thames Basin Heaths Special Protection Area (TBH SPA), it is required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered.

79. The subject application involves non-residential development within 5km of the TBH SPA. Policy CP8 only applies where there is a net increase in residential dwellings. In this respect, no objection is raised.

Sustainable Design and Construction

80. Policy CC04 of the MDD Local Plan and the Sustainable Design and Construction SPD require sustainable design and conservation. The Design and Access Statement refers to locally sourced recycled materials, water efficient sanitary fittings, on-site refuse and recycling facilities and cycle parking whilst the roof plan shows the two south facing roof planes being used for the installation of solar

panels. Subject to an additional requirement for car charging points being required by Condition 6, the proposal is acceptable in terms of Policy CC04 and the SPD.

81. Policy CC05 of the MDD Local Plan encourages renewable energy and decentralised energy networks, with encouragement of decentralised energy systems and a minimum 10% reduction in carbon emissions for developments of 10+ dwellings or in excess of 1000m². This is applied by Condition 11.

Accessibility

82. Policy CP2 of the Core Strategy seeks to ensure that new development contributes to the provision of sustainable and inclusive communities. The proposed extension will be fully accessible for staff and any visitors (If required), with level access from the parking area and lift access to all three levels of the building. A requirement for disabled parking is detailed above in 'Access and Movement' and forms part of Condition 7.

Waste Storage

83. Policy CC04 of the MDD Local Plan requires adequate storage for the segregation of waste and recycling as well as collection.
84. The Design and Access Statement states that there will be no changes to the existing waste collection arrangements, which is collected by private contractor. It also notes that the base material for the plastic apparatus is brought onto the site from the Lithuania manufacturing plant and is reused up to four times before being discarded. Whilst this is appreciated, there are no details of existing waste storage and collection from the existing operations and with the expansion of the floorspace, there is the clear potential for increased waste generation. Accordingly, Condition 16 requires the submission of pre commencement waste details.

Environmental Health

85. Paragraphs 170, 178 and 179 of the NPPF require consideration that the site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination from former activities noting that responsibility for securing a safe development rests with the landowner, whether that it involves remediating and mitigating despoiled or contaminated land, where appropriate.
86. Council records indicate that there are several historic commercial/industrial land uses in the vicinity of the site, including the former Oaktree Works, a former sewage works and landfill. These land uses have the potential to cause contamination, which may present a risk to the proposed end users.
87. No supporting information has been submitted although the Design and Access Statement recognises that a post consent statement will be provided. Condition 3 requires the preparation of this contamination risk assessment followed by remediation and validation works if found to be necessary.
88. The site is not within an air quality management area and the plastic manufacturing process will be entirely contained within the building where no toxic materials or chemicals are used. Accordingly, no air quality issues are raised.

89. The Design and Access Statement also notes that no new hazardous materials will be introduced to the application site that are not already present at the existing facility. Intersurgical is aware of Health and Safety obligations and no issue is raised.
90. An asbestos report was submitted with the application and it details mitigation measures for the breakdown and removal of the building material associated with the demolition of ReadyPower House. This forms Condition 12.
91. A Construction Management Plan which details how noise and dust will be controlled in Condition 4 in an effort to minimise any potential nuisance to neighbouring properties.

Employment Skills

92. Policy TB12 of the MDD Local Plan requires an employment skills plan (ESP) for this development. ESPs use the Construction Industry Training Board (CITB) benchmark based on the value of construction. This is calculated by multiplying the total floor space (approximately 2350m²) by £1025, which is the cost of construction per square metre as set out by Building Cost Information Service of RICS and the methodology as set out in the Council's Employment and Skills Guidance. In this case, it totals £2,410,800.
93. The ESP would require a total of three community skills support jobs and the creation of one job. If for any reason the applicant is unable to deliver the plan or elects to pay the contribution, the employment outcomes of the plan will be borne by the Council at a cost of £3,750. Either way, this is secured by a Section 106 agreement although it remains in draft form.

Community Infrastructure Levy

94. CIL is not payable on Class B floor space.

CONCLUSION

The extension to Brook House is appropriate in the context of the surrounding built form and it includes satisfactory provision for parking and access, subject to accommodating other modes of transport in Condition 7. Neighbour amenity is protected by Condition 21, flood protection is required by Condition 17 and remediation is outlined in Condition 3, amongst other conditions. It also accords with the intent of the NPPF and the Development Plan by allowing for the ongoing expansion and growth of a global company with the head office in Wokingham, thus allowing for the ongoing employment of approximately 400 staff. The proposal is recommended for approval.