

Application Number	Expiry Date	Parish	Ward
214183	5 April 2022	Winnersh	Winnersh;

Applicant	Stage Fifty
Site Address	Land At 1040 And 1100 Series Eskdale Road Winnersh Triangle Business Park Wokingham RG41 5TS
Proposal	Full application for the proposed temporary erection of 2no. sound stage buildings for commercial filming and 8no. workshops, with associated access, parking, landscaping and infrastructure for a period of five years (retrospective).
Type	Full
Officer	Joanna Carter
Reason for determination by committee	Major application (floor area >1000m2)

FOR CONSIDERATION BY	Planning Committee on Wednesday, 9 March 2022
REPORT PREPARED BY	Assistant Director – Place & Growth

<p>SUMMARY</p> <p>The proposal seeks temporary permission for the period of five years for the erection of a film studio comprising two sound stage buildings and eight workshops along with ancillary structures, including welfare facilities, bin stores, security fencing, security gate huts. Two sound stage buildings and four workshops are under construction at 1100 Series Eskdale Road and four workshops are under construction at 1040 Series, Eskdale Road.</p> <p>The application site is located within Winnersh Triangle Business Park, which is designated as a Core Employment Area. The scheme would create 7,242m² of floorspace in Use Class E(g)(iii) (industrial process incidental to film, video or sound recording) within an area where the principle of the development is accepted and the proposal is in accordance with the aim of the Core Strategy (Core Strategy Policy CP15) to concentrate the majority of employment growth within Core Employment Areas. The economic market has changed considerably since the park came into use and as such the existing plots have been vacant for some time. As such there are no in principle objections to the proposed use.</p> <p>The pre-production works have already commenced elsewhere on site as part of this project and include occupation of the existing offices (E2 building located between 1040 and 1100 Series) as well as of Units C1-C3 on the opposite side of Eskdale Road. Building 820 Series, previously Units C4-C8 also located south of Eskdale Road, is currently under construction (application ref 193285). This area is within applicant's control as intended to accommodate operations associated with the proposal. The proposal would create approximately 250 direct and 250 indirect jobs in the short term with the ultimate aim of creating overall 500 direct and 500 indirect jobs as part of the long-term aspirations of the applicant for this area should the application be accepted.</p> <p>No objections were raised by the ward members or neighbours and Winnersh Parish Council was supportive of the proposal.</p>

The design of the proposed buildings is dictated by their function, whether to accommodate sound stages or to offer flexible work space to create sets, costumes and props. Given the temporary nature of this application, the appearance of temporary buildings is considered to be in keeping with the character of the surrounding commercial area and there are no concerns on these grounds. However it should be noted that should a permanent proposal be submitted, officers would want to consider the appearance of the buildings in more detail. There are no residential uses in close proximity to the site and the impact on the existing landscape would be limited as no trees are proposed to be removed as part of this scheme. The proposal would not have significant impact on the highway network nor would it impact upon the function or safety of the A329(M) which runs directly to the north. The site is located in close proximity to A329(M), as well as in a highly sustainable location, close to Winnersh Train Station and P&R 500 bus service. As such there is no objection in terms of parking and the changes in the levels of parking resulting from this proposal in the short term. In addition to offering sustainability benefits, the proposal would also ensure ecological enhancements and contribute to the creation of opportunities for training or vocational initiatives, which would be secured through a Section 106 Legal Agreement. Therefore, given the local economic benefits of the proposals, it is recommended that the application is approved subject to conditions outlined below and subject to the Section 106 Legal Agreement being completed.

PLANNING STATUS

- Major Development Location of Winnersh (CS Policy CP9 and MDD LP Policy CC01)
- Core Employment Area – Winnersh Triangle (CS Policy CP15 and MDD LP Policy TB11)
- Heathrow Aerodrome Safeguarding Zone
- Minerals Consultation Zone (Replacement Minerals Local Plan for Berkshire incorporating the alterations adopted in December 1997 and May 2001)
- Nuclear Site Consultation Zone – Burghfield Atomic Weapons Establishment 12 km (MDD LP Policy TB04)
- Electricity Sub Station Consultation Zone – SSE Power Distribution
- Overhead Electricity Cable Consultation Zone – SSE Power Distribution
- Contaminated Land Consultation Zone (south/west section of 1040 Series)
- Flood Zone 2 (MDD LP Policy CC09)
- Bat Roost Habitat Consultation Zone (MDD LP Policy TB23)
- Site of Special Scientific Interest Impact Risk Zone (MDD LP Policy TB23)

RECOMMENDATION

That the Planning Committee authorise the GRANT OF PLANNING PERMISSION subject to the following:

A. Prior completion of a S106 legal agreement inclusive of the following Heads of Terms:

- i) Biodiversity Net Gain off-site provision/contribution
- ii) Employment Skills Plan contribution

iii) Section 106 Monitoring contribution

B. Conditions and informatives as below (subject to any additions and updates agreed with the Assistant Director – Place and Growth between the date of the resolution and the issue of the decision):

Conditions and Reasons

Approved Drawings

1. This permission is in respect of the submitted application plans and drawings as listed in the table below. The development hereby permitted shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Drawing/Document Title	Drawing Number	Revision
<i>Proposed Sound Stages 1 & 2 Floor Plans and Elevations</i>	2697-TP-102	P1
<i>Proposed Workshops 1 & 2 Floor Plans and Elevations</i>	2697-TP-103	P1
<i>Proposed Workshops 3 & 4 Floor Plans and Elevations</i>	2697-TP-104	P1
<i>Proposed Workshops 5 & 6 Floor Plans and Elevations</i>	2697-TP-105	P1
<i>Proposed Workshops 7 & 8 Floor Plans and Elevations</i>	2697-TP-106	P1
<i>1040 Security Hut Proposed Plans and Elevations</i>	2697-TP-107	/
<i>1100 Security Hut Proposed Plans and Elevations</i>	2697-TP-108	/
<i>Site Layout</i>	2697-TP-101	P7
<i>Transport Statement prepared by Motion dated 11.02.2022</i>	/	v.1.3

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.

Temporary Permission

2. The development hereby permitted shall be discontinued, the associated buildings and structures removed and the land restored to its former condition no later than five years from the date of this planning permission.

Reason: The applicant has sought a temporary planning consent for five years and the Council would wish to consider more permanent proposals in greater detail. Relevant Policy: Core Strategy Policies CP1, CP3 and CP11.

Construction Method Statement

3. The construction of development hereby permitted shall adhere to the Framework Construction Method Statement dated 11.02.2022 prepared by Motion throughout the period of construction. The method statement shall be reviewed and updated if necessary on an ongoing basis and any updated details shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety & convenience and neighbour amenities. Relevant policy: Core Strategy policies CP3 and CP6.

Delivery and Service Strategy

4. The development hereby permitted shall be carried out in accordance with the Delivery and Servicing Plan dated 11.02.2022 prepared by Motion. The plan shall be reviewed and updated if necessary on an annual basis and any updated details shall be submitted to the Local Planning Authority for a written approval.

Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway in the interests of highway safety. Relevant Policy: Core Strategy Policies CP3 and CP6.

Vehicle Parking and Turning

5. The development hereby permitted shall not become operational until the vehicle parking and turning spaces serving it have been provided in accordance with the approved plans. The vehicle parking and turning spaces shall be retained and maintained in accordance with the approved details and the parking spaces shall remain available for the parking of vehicles at all times during the life of the planning permission. The turning space shall not be used for any other purpose other than vehicle turning.

Reason: To provide adequate off-street vehicle parking and turning space and to allow vehicles to enter and leave the site in a forward gear in the interests of road safety, convenience and providing a functional, accessible and safe development, and in the interests of amenity. Relevant Policy: Core Strategy Policies CP3 and CP6 and Managing Development Delivery Local Plan Policy CC07.

Electric Vehicle Charging

6. Within three months of the date of this planning permission full details of electric vehicle charging points shown in the approved drawing "Site Layout Plan 2697-TP-101 Rev P7" shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be installed in accordance with the approved details within three months of the Local Planning Authority's approval and shall be retained and maintained

thereafter for the lifetime of the planning permission, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the development contributes towards achieving a sustainable transport system. Relevant Policy: Core Strategy Policies CP1 and CP6, and Policy CC07 of Managing Development Delivery Local Plan.

Cycle Parking

7. Before the development hereby approved is brought into operation, details of secure and covered parking for cycles serving this development shall be submitted to in writing for approval to the Local Planning Authority. The cycle parking shall be provided in accordance with the approved details within three months of the Local Planning Authority's approval and be permanently so-retained for the parking of bicycles and used for no other purpose for the life of the planning permission.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided so as to encourage the use of sustainable modes of travel. Relevant Policy: NPPF Section 9 (Sustainable Transport), Core Strategy Policies CP1, CP3 and CP6, and Managing Development Delivery Local Plan Policy CC07.

Access

8. The proposed vehicular accesses and egress shall be formed and provided with visibility splays as shown on the approved plans. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 meters in height and maintained clear of any obstruction exceeding 0.6 meters in height at all times.

Reason: In the interests of highway safety and convenience. Relevant Policy: Core Strategy Policies CP3 and CP6.

Travel Plan

9. Within three months of the date of this planning permission, a Travel Plan shall be submitted to the Local Planning Authority for a written approval. The submitted Travel Plan shall be in general accordance with the approved Framework Travel Plan dated 17 February 2022 and prepared by Motion and 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 for monitoring purposes. The approved Travel Plan shall be fully implemented within three months of the Local Planning Authority's approval, maintained thereafter and reviewed as so-approved.

Reason: To encourage the use of all travel modes. Relevant Policy: NPPF Section 9 (Sustainable Transport) and Core Strategy Policy CP6

Parking Management Plan

10. Within three months of the date of this planning permission, a Parking Management Strategy for the management of the parking arrangements shall be submitted to the Local Planning Authority for a written approval. The submitted Parking Management Strategy shall include details of management of all parking spaces and the monitoring and the delivery of the passive electric vehicle charging spaces. The Parking Management Strategy shall be implemented in accordance with the approved details within three months of the Local Planning Authority's approval.

Reason: To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1 and CP6, and MDDL Policies CC07.

Boundary Treatment

11. Within three months of the date of this planning permission, details of all boundary treatments and other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented within one month of the Local Planning Authority's approval and shall be retained and maintained in the approved form for the lifetime of the planning permission.

Reason: In the interests of amenity and highway safety, in accordance with Core Strategy Policies CP1, CP3 and CP6, and Managing Development Delivery Local Plan Policy TB23.

Flood Risk

12. Development hereby permitted shall be carried out in accordance with the Flood Risk Assessment ref: 11574 dated 14.02.2022 prepared by GTA Civils & Transport.

Reason: To prevent the increased risk of flooding and to protect water quality. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change), Technical Guidance on the NPPF (Flood Risk), Core Strategy Policy CP1 and Managing Development Delivery Local Plan Policy CC09.

Sustainable Drainage

13. No part of development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with Surface Water Drainage Maintenance & Management Plan ref 11518 dated February 2022 prepared by GTA Civils & Transport. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the approved details.

Reason: To prevent increased flood risk from surface water run-off. Relevant policy: NPPF Section 14 (Meeting the Challenge of Climate Change,

Flooding and Coastal Change), Core Strategy Policy CP1 and Managing Development Delivery Local Plan Policies CC09 and CC10.

External Lighting

14. No external lighting shall be installed until a report detailing the lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The report shall include the following:
- i) A layout plan with beam orientation;
 - ii) A schedule of equipment;
 - iii) Measures to avoid glare;
 - iv) An isolux contour map showing light spillage to 1 lux both vertically and horizontally and areas identified that could be of importance for commuting and foraging bats; and
 - v) An assessment how the proposed lighting scheme will not adversely affect wildlife and how it will not have an adverse impact on highway safety.

The approved lighting scheme shall thereafter be implemented as agreed and maintained in accordance with the approved details for the lifetime of the planning permission.

Reason: In the interests of biodiversity and highway safety. Relevant Policy: NPPF Section 15, Core Strategy Policies CP1, CP3, CP6 and CP7, and Managing Development Delivery Local Plan Policy TB23.

Sustainability

15. Within three months of the date of this planning permission, an Energy and Sustainability Statement shall be submitted to the Local Planning Authority for a written approval. The Energy and Sustainability Statement include details of measures identified in "Renewable Energy Contribution - Technical Note" dated 15.02.2022 prepared by Wardell Armstrong to achieve 10% reduction in carbon emissions produced by the development hereby approved. The measures so-approved shall be implemented and operational within three months of the Local Planning Authority's approval.

Reason: Although the sustainability objectives weigh in favour for supporting the development, details are required in order to reduce the environmental impact of the facility. Relevant Policy: Core Strategy Policies CP1 and CP3, Managing Development Delivery Local Plan Policies CC05 and CC04 and the Sustainable Design and Construction SPD

Retention of trees and shrubs

16. No trees, shrubs or hedges present along the frontage of 1100 Series plot on Eskdale Road, showing as being retained in the approved plan "Site Layout 2697-TP-101 Rev 7 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 and to ensure that wildlife is not adversely affected by the proposed development. Relevant Policy: Core Strategy Policies CP3 and CP7, and Managing Development Delivery Local Plan Policies CC03 and TB21.

Informatives:

Planning Obligation

- 1) This permission should be read in conjunction with the legal agreement under Section 106 of the Town and Country Planning Act (yet to be finalised) the contents of which relate to this development.

Highways

- 2) The Corporate Head of Environment at the Council Offices, Shute End, Wokingham should be contacted for the approval of the access construction details before any work is carried out within the highway. This planning permission does NOT authorise the construction of such an access
- 3) If it is the developer's intention to request the Council, as Local Highway Authority, to adopt the proposed access roads etc. as highway maintainable at public expense, then full engineering details must be agreed with the Corporate Head of Environment at the Council Offices, Shute End, Wokingham. The developer is strongly advised not to commence development until such details have been approved in writing and a legal agreement is made with the Council under S38 of the Highways Act 1980.
- 4) Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be coordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Wokingham.
- 5) Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with Wokingham Borough Council's Street Works Team, (telephone 01189 746302). This must take place at least three months in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.
- 6) Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For

further information contact the Local Highway Authority on tel: 0118 9746000.

Waste

- 7) The provision for refuse storage shall have regard to the advice on the council's website at <https://www.wokingham.gov.uk/rubbish-and-recycling/collections/waste-information-for-developers/>.

Thames Water – Groundwater Risk Management Permit

- 8) A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wqriskmanagement@thameswater.co.uk. Application forms should be completed on line.

Thames Water – Mains Water

- 9) If you are planning on using mains water for construction purposes, it is important you let Thames Water to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Advertisement Consent

- 10) This permission does not convey or imply any approval or consent that may be required for the display of advertisements on the site for which a separate Advertisement Consent application may be required. You should be aware that the display of advertisements without the necessary consent is a criminal offence liable to criminal prosecution proceedings through the courts.

Discussion

- 11) 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 planning issues relating to ecology, employment skills plan, addressing concerns relating to highway safety and surface water drainage.

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.

C. Alternative recommendation:

That the Planning Committee authorise the Head of Development Management to refuse planning permission in the event of a S106 legal agreement not being completed within three months of the date of the committee resolution (unless longer period is agreed by the chairman of the Planning Committee and confirmed in writing by the Local Planning Authority) for the following reasons:

- 1) In the absence of a habitat biodiversity impact assessment calculator showing otherwise, the proposal is considered to result in a net loss for biodiversity. Moreover, the proposal does not provide biodiversity enhancement through design, layout and landscaping. As such, the proposal is contrary to paragraphs 174(d) and 180(a) of the National Planning Policy Framework and Policy TB23 of the Managing Development Delivery Local Plan.
- 2) In the absence of a Section 106 legal agreement, the Local Planning Authority is unable to secure the implementation of an Employment Skills Plan or the Employment Skills Contribution in lieu that would otherwise enable the Council to secure the equivalent employment outcomes. Therefore, the applicant failed to provide a suitable mechanism to encourage the use of local labour and ensure that local people have the skills and abilities to compete for local jobs, contrary to Policy TB12 of the Managing Development Delivery Local Plan.

RELEVANT PLANNING HISTORY		
Application Number	Proposal	Decision
214088	Full application for soft landscaping works including seating areas and pergolas (1180 Series).	Under consideration
193285	Full application for the proposed change of use from warehouse (Use Class B8) to mixed Use Class B1 and B8 following part demolition of existing building (800 Series).	Approved 13 February 2020
193253	Full application for the external alterations following demolition of units C4 & C5 and parts of C6- C7 & C8 and associated works (800 Series).	Approved 9 January 2020
193125	Full application for the erection of a sports hub (adjoining 1100 Series)	Approved 27 February 2020
162308	Variation of condition 7 of O/2006/9071 (as varied by condition 2 of VAR/2009/0943) relating to highway works	Approved 9 January 2017

VAR/2009/0943	Variation of condition 7 of O/2006/9071 relating to highway works	Approved 12 October 2010
RM/2008/0778	Reserved Matters application in respect of Zone 4 pursuant to Outline Planning Permission O/2006/9071	Approved 2 June 2008
RM/2007/2428	Reserved Matters application in respect of Zone 1 pursuant to Outline Planning Permission O/2006/9071	Approved 30 November 2007
O/2006/9071	Outline planning application for up to 191,000m ² new floorspace for Class B1(a)-(c) (including data centre use), D1, D2, C1 and A1-A5	Approved 2 August 2007
SO/2006/7259	Scoping opinion application for the redevelopment of Winnersh Triangle	Replied 3 May 2006
308308	Outline planning application for the redevelopment of Winnersh Triangle	Approved 1979

SUMMARY INFORMATION		
Site Area	1.97 hectares	
Previous land use(s)	Hardstanding, overflow car park	
Proposed floorspace of each use	7,242m ² of E use class comprising	
Change in floorspace (+/-)	Sound Stage 1	1,800m ²
	Sound Stage 2	1,800m ²
	Workshop 1	450m ²
	Workshop 2	450m ²
	Workshop 3	450m ²
	Workshop 4	450m ²
	Workshop 5	450m ²
	Workshop 6	450m ²
	Workshop 7	450m ²
	<u>Workshop 8</u>	<u>450m²</u>
	Total	7,200m ²
Number of jobs created/lost	250 direct jobs (including those arising from associated occupation of other buildings) and 250 indirect jobs	
Proposed parking spaces	95 proposed, 59 lost	

CONSULTATION RESPONSES	
Berks, Bucks and Oxon Wildlife Trust	No comments received
Crime Prevention Design Officer	No comments received
Environment Agency	No comments received
ESP Utilities	No objection
Highways England	No objection subject to condition (Condition 9 refers)
National Grid	No comments received
Royal Berkshire Fire and Rescue	Initial observation stated: <i>"The planning Statement mentions - The workshops and sound stages will comprise aluminium frames with tensile fabric canopies. The plans provided show that the roof of</i>

each building will be inflatable. Without knowing the fire resistance of the of the roof material there is the potential that the proposed separation distance between buildings will not be sufficient. In the worst case scenario the distance to the relevant boundary between buildings could be 20m.”

[Officer comment: The applicant is liaising with the RBFRS in relation to fire resistance of materials used. Fire resistance of building materials is covered by Building Regulations, therefore this aspect of the proposal does not amount to a material planning consideration.]

Southern Gas Networks	No objection
SEE Power Distribution	No objection
Thames Water	No objection
WBC Biodiversity	No objection subject to S106 agreement
WBC Economic Prosperity and Place (Community Infrastructure)	No objection subject to S106 agreement
WBC Flood Risk & Drainage	No objection
WBC Environmental Health	No objection subject to condition (please see Paragraph 25)
WBC Highways	No objection subject to conditions (Conditions 4, 5, 6, 7, 8, 9, 10 and 14 refer)
WBC Tree & Landscape	No objection subject to conditions (Conditions 10 and 14 refer)
WBC Cleaner & Greener (Waste Services)	No comments received
WBC Growth and Delivery (Policy)	No objection

REPRESENTATIONS

Winnersh Parish Council:	Supportive of application, no objections to revised plans
Local Members:	No comments received
Neighbours:	No comments received

PLANNING POLICY

National Policy	NPPF	National Planning Policy Framework
	NPPG	National Planning Policy Guidance
Core Strategy (adopted January 2010)	CP1	Sustainable Development
	CP2	Inclusive Communities
	CP3	General Principles for Development
	CP4	Infrastructure Requirements
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
	CP15	Employment Development

Managing Development Delivery Local Plan (adopted February 2014)	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC04	Sustainable Design and Construction
	CC05	Renewable energy and decentralised energy networks
	CC06	Noise
	CC07	Parking
	CC09	Development and Flood Risk (from all sources)
	CC10	Sustainable Drainage
	TB11	Core Employment Areas
	TB12	Employment Skills Plan
	TB20	Service Arrangements and Deliveries for Employment and Retail Use
	TB21	Landscape Character
	TB23	Biodiversity and Development
Other	BDG	Borough Design Guide Supplementary Planning Document (adopted June 2012)
	SDC	Sustainable Design and Construction Supplementary Planning Document (adopted May 2010)

PLANNING ISSUES	
<p>Proposal Description:</p> <ol style="list-style-type: none"> 1. This is a retrospective application for a temporary period of five years for the erection of two sound stages and eight workshops for the purpose associated with film production. The location of the proposal is within Winnersh Triangle Business Park which is designated as Core Employment Area within the Core Strategy. The proposed buildings, along with supporting ancillary infrastructure, such as welfare facilities and security huts, would be located across two plots of land: 1040 Series and 1100 Series, Eskdale Road. Landscaping within both sites is very limited given that both plots are largely covered by hardstanding due to having been used to provide overspill car parking. 2. Both plots take access off Eskdale Road at present. The proposal would also include associated works to the access, parking and landscaping. Works have already commenced on site, therefore the proposal is retrospective in nature. 	

Principle of Development:

3. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan (MDD LP) Policy CC01 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.

Sustainability

4. Policy CC02 of the MDD LP sets out the development limits for each settlement as defined on the Policies map and therefore replaces the proposals map adopted through the Core Strategy, as per the requirement of the Core Strategy Policy CP9. The Core Strategy Policy CP9 sets out that development proposals located within development limits will be acceptable in principle, having regard to the service provisions associated with the major, modest and limited categories.
5. As the site is within a major development location, the proposal is acceptable in principle. It is located in close proximity to Winnersh Triangle Railway Station, which is served by London Waterloo line offering connections to Reading and London, and a Wharfdale Road bus stop which is served by Park & Ride 500 providing connection to Reading (both located approximately 300m south). The site is in a highly sustainable location and raises no concerns on grounds of sustainability of location.

Employment Land

6. Core Strategy Policy CP15 and MDD LP Policy TB11 identify Winnersh Triangle Business Park as a Core Employment Area, where the majority of employment growth would occur in the borough. Core Strategy Policy CP15 permits business, industry or warehouse uses falling within B1, B2 or B8 Use Classes, now superseded. The proposed development would fall within the new Use Class E(g)(iii) which broadly mirrors the use within the B1(3) Use Class (now superseded). Therefore the proposal is considered to fall within a use class permitted by the Core Strategy Policy CP15 and would achieve its aims through the provision and intensification of existing employment uses. The proposal would assist in meeting some of the identified shortfall of industrial floorspace and would not be in conflict with development plan. It should also be noted that the demand for office space has reduced since the adoption of the Policies and even before the onset of the pandemic. This is evidenced by the fact the site has laid empty since 2007.
7. In terms of the number of jobs created, the applicant anticipates this would be approximately 250 jobs on-site as well as 250 indirect jobs. The applicant acknowledges that there is further potential to create 500 direct and indirect jobs in the film and TV production sector through wider 'Winnersh Studios' longer-term proposals.

Local Plan Update

8. The Local Plan Update is at a fairly early stage of preparation and, at the time of writing, has limited weight in the decision-making process. Notwithstanding, the Draft Plan continues to recognise the role Winnersh Triangle Business Park has

within the local and regional economy. Policy ER1 proposes to designate Winnersh Triangle Business Park as a Core Employment Area.

9. The Employment Land Needs Study (2020) supported the Draft Plan and acknowledges that Winnersh Triangle is one of three specialised office parks of a scale and nature in the borough that attract firms across a range of sectors that are particularly distinctive to this part of England and the Thames Valley (paragraph 3.11). According to the study, Winnersh Triangle is one of Wokingham's prime business parks with modern purpose built of high-quality office space.
10. The approach of Policy ER1 encourages evolution of Core Employment Areas, including Winnersh Triangle Business Park, in accordance with economic needs. As set out in foregoing paragraphs, the need for studio space within South-East England has been evidenced.

Need for Facility/Economic Benefits

11. A further consideration is the rapid growth in creative industries as a percentage of UK GVA and specifically increased consumer demand for online film and TV moving image content. Evidence submitted with the application (in section 5 of the Planning Statement) suggests there is a global and national need for the type of development proposed, with an increasing demand for content due to delays in production caused by the Covid-19 pandemic and insufficient stage space to cope with demand. The proposed development would therefore contribute towards a significant evidenced global and national demand.
12. The Planning Statement further makes a case for need within the south-east and close to London, which is where over half of the UK's studio space is already located. Proximity to London allows for benefits including access to high skilled workforce and proximity to Heathrow airport which affords international connectivity, alongside access to the M4.
13. In summary on the issue of need, there is evidence of national and global demand for studio space and workshops as proposed, as well as demand within the wider south-east and London area. The proposed development is therefore capable of helping to address this evidenced need and providing a range of benefits to the local economy. A further consideration is that the proposed development could potentially allow a world-leading multimedia production company to locate and deliver entertainment products within the borough, which would bring associated prestige to the area. It is noted that similar issues were considered as part of the Shinfield Studios proposal at Thames Valley Science Park (210387 and 211841).

Character of the Area:

14. Core Strategy Policies CP1 and CP3 set out the requirement for the development to achieve high quality of design that respects its context and maintains or enhances the quality of the environment. This includes the way development integrates with its surroundings and the use of appropriate landscaping. MDD LP Policy CC03, Trees and Landscaping requires that new development should protect and enhance green infrastructure networks, promoting connectivity between different parts of the network and integrating with adjacent open space.

15. The proposed two sound stages are rectangular, temporary buildings of a footprint of 1,800m² (45m x 40m) each. Together the sound stages would read as one building with its southern elevation facing Eskdale Rd being 45m wide. These temporary structures would have shallow pitched roof covered with inflatable tensile fabric. The maximum height of the stages would be 19.7m (pitch height) with the eaves height being 15.1m. Sound stages would be located along the eastern boundary of parcel 1100 Series
16. Each of the proposed eight workshops is a rectangular structure of a footprint of 450m² (20m x 22.5m). As with sound stages, these would be sited in pairs, with workshops 1-4 located within the western section of 1100 Series plot, parallel to sound stages, and workshops 5-8 located at 1040 Series plot, parallel to Eskdale Rd. The proposal at 1040 Series would be partially obscured from views by the existing ramp between the site and Eskdale Road, which provides access to office buildings at 1010-1030 Series. Workshops would have an aluminium A-frame construction and would have the maximum height of 7.5m (roof pitch) and eaves height of 4.2m, with tensile fabric roof.
17. In terms of the surrounding area, the proposal is sited in a location where office, light industrial and business uses prevail and influence the site surroundings. The type and appearance of buildings varies and can be broadly described as ranging from 6-storey Crowne Plaza hotel at the entrance to Winnersh Triangle Business Park, which measures 27m in height, through 4-5 storey office buildings along the eastern and north-eastern perimeter of the Business Park (e.g. Jacobs) to 2-storey buildings, which are generally located within the central and western sections.
18. The two plots which form the application site (1040 and 1100 Series) sit to the east and west of E2 Series plot (Manhattan Associates). The E2 plot comprises two blocks and atrium offering office space. E2 buildings are approximately 8.7m in height (11m including roof plant) with flat roof and glazed elevations. The E2 building would be over 1m above the pitch of the workshop roofs situated to either side of E2 plot. The applicant has already taken occupation of part of E2 Series as part of their long-term plans for this area (as indicated in the Location Plan).
19. Opposite the application site, there are currently under construction buildings at part of 800 Series site which offers a mix of office, warehouse and distribution uses (application references 193253 and 193285). These buildings will be 9m high (11m including roof plant) with red brick and glazing to office areas and metal cladding across warehouse and distribution elevations. Part of 800 site (units C1-C3) have been occupied by the applicant to assist with pre-production work as indicated by a blue line in the Location Plan.
20. To the west of 1040 Series there is a cluster of four buildings (comprising office and retail uses) and a hotel – together these form Zone 1 of the Winnersh Triangle redevelopment project (outline planning permission ref: O/2006/9071). The building nearest to 1040 Series is a five storey 1030 Series office building, which measures approximately 22m.
21. To the east of 1100 Series there is located an office building at 1080 Series (occupied by Jacobs), which was constructed as part of site-wide redevelopment (RM/2008/0778). The building incorporates office use and measures approximately 20m in height (23m including roof plant) and sits at some 25m above site levels of 1100 due to underground/basement parking. It has a flat roof and glazed elevations.

It is taller than the proposed sound stages, which will be located to the east of 1100 Series building, by approximately 5m.

22. In between 1100 Series and 1180 Series there is a newly erected sports hub which includes a netball/tennis court and a football pitch, together with changing and classroom facilities (193125). The existing structure, which incorporates the changing and classroom facilities, is single storey and located approximately 21m from the eastern elevation of sound stages. The sports hub is for the use by occupiers of the business park and not open to the wider public.
23. The proposal, given its temporary nature, is considered acceptable in terms of its impact on the character of the area given that industrial use units are present (and anticipated) within a mixed-use business park. The proposed sound stages, whilst taller than E2 buildings, would be set back from the from Eskdale Rd by at least 15.5m, i.e. some 7m further than E2 buildings. The single-storey classroom building within the sports hub, whilst lower than sound stages, does not represent the prevailing or anticipated heights in this area (which is dominated by multistorey buildings and warehouse-type structures). It is also acknowledged that the height and massing of the sound stages is heavily dictated by their function. In any event, the sound stages (and workshops) would not exceed the height parameters for buildings within this location set out in previous applications (O/2006/9071). Whilst no proposal has come forward for 1100 site following the outline permission being granted in 2007, an office building (identified as 1D) and a decked car parking were approved within 1040 Series plot. However, these have not been required and both sites remained covered by hardstanding, with very limited landscaping present. It is noted that the frontage of 1100 would retain the avenue planting along Eskdale Road as approved under 193125 and now implemented as part of proposals for a sports hub. It should be noted that should a permanent proposal come forward in the future, the Council would assess the appearance of these and the boundary fencing in more detail and expect high quality proposals.

Neighbour Amenities:

24. The building forming part of the current proposal which is sited in the greatest proximity to an existing building is the pair of workshops 1&2 at 1100 Series, which are located some 27m from the corner of the office building at E2 Series. Due to the height of the proposed buildings and the distance to existing buildings, there are no concerns on loss of light or overbearing grounds. There are no residential dwellings located in close proximity to the site and the nearest one is located over 300m away.
25. In relation to noise generation, the workshops comprise sandwich panel cladding and they will not be subject to noise insulation. The WBC Environmental Health Officer has reviewed the proposal and recommended a condition requiring that doors and windows are shut during filming. Due to their function, sound stages are designed to minimise noise pollution and are soundproofed. It is noted that the proposed use is in line with business park uses and some level of noise generation is expected. Therefore, there are no concerns on grounds of noise pollution that would warrant imposing a condition restricting hours of operation, noise insulation details or filming with doors and windows shut.
26. The proposal does not provide details of on-site lighting that may be required. Given the proximity to Dinton Pastures and A329(M), it is considered that any potential

lighting scheme should be controlled by condition should it be required. Condition 14 refers.

Access and Movement:

27. Core Strategy Policies CP1 and CP6 require consideration of the travel impacts of development, emphasising the importance of reducing the need to travel, particularly by private car. Policy CC07 and Appendix 2 of the MDD LP stipulate minimum parking standards

Access

28. 1100 Series take access directly from Eskdale Road whilst 1040 Series is accessed via a private road connecting to Eskdale Road. The existing access to 1100 Series has been widened by 1m to accommodate movement of HGV vehicles in and out of the site. In addition, a separate pedestrian/cycle access is proposed. 1040 Series is accessed via a one-way system with site entrance located in the south-east corner of the site and exit situated in the north-west section. Both parcels will include security huts located near site entrances to allow security staff to carry out safety checks. Sufficient space has been provided to allow safe pedestrian movement whilst vehicles are waiting to enter the 1100 Series site. Deliveries and Servicing Plan has been secured by Condition **Error! Reference source not found..**

Traffic Impact

29. The applicant submitted a Transport Statement which included an assessment of an impact on the proposal on highway network. The applicant followed the methodology which was accepted for Shinfield Studios application (210387). WBC Highways Officer has reviewed the information submitted and considered that the proposal would not have an adverse impact on highway network.
30. National Highways recommended that a Travel Plan is secured by condition. It is acknowledged that a site-wide Travel Plan is currently being prepared as part of redevelopment of the wider Winnersh Triangle Business Park and that it would need to include the application proposal. However given the temporary nature of the scheme and its location close to the station, the current proposals are considered acceptable until further work has been carried out on the wider Travel Plan. Condition 9 secures a submission of a detailed Travel Plan that will be in general compliance with the approved Framework Travel Plan.
31. The applicant submitted a Framework Construction Method Statement, however, given the advanced progress of construction works, the Method Statement is considered redundant at this stage. Moreover, it is noted that the Council received no complaints in relation to the construction activities associated with this proposal.

Parking

32. Core Strategy Policy CP6 Managing Travel Demand and MDD LP Policy CC07 Parking require appropriate vehicle parking, in line with the Council's standards set out at Appendix 2 of the MDD LP. Principles P2 and P3 of the BDG SPD require that cycle parking is conveniently located, secure and undercover and provided where it is compatible in the streetscene.

33. In establishing their car parking requirements, the applicant adopted the methodology agreed in Shinfield Studios application (210387). It is proposed that there would be 95 parking spaces measuring at least 2.5m x 5m (65 at 1100 plot and 30 at 1040 plot), of which 6 would be accessible. There would also be 5 active and 5 passive electric vehicle charging spaces and 6 motorbike parking spaces. Parking for this use is expected to be far less than what is required for an office building, so the use would improve conditions over what has been consented by the outline. The WBC Highways Officer has reviewed the parking provision and raised no objections subject to parking management plan being secured by condition (Condition 10 refers).
34. It is noted that the proposals would remove some existing parking spaces however this is not considered to result in significant impacts upon local parking, the functioning of the site or the local highway network given the extent of public transport that serve the site and the current need. Any future permanent proposals would be expected to address this. In any event, the applicant confirmed that these spaces previously were used as overflow parking and are no longer required.
35. Cycle parking would be well distributed between both parcels with 4 cycle stands installed at plot 1040 and 8 cycle stands installed at plot 1100. The total of 12 cycle parking spaces has been considered by the WBC Highways Officer and is acceptable given that the use of cycle parking will be monitored and additional spaces provided should there be additional demand, as set out in the Framework Travel Plan (Condition 9 refers). Details of cycle parking would be secured under Condition 7.

Flooding and Drainage:

36. Policy CC09 of the MDD LP requires consideration of flood risk from historic flooding. MDD LP Policy CC10 requires surface water to be managed in a sustainable manner.
37. The site is located within Flood Zone 2. A Flood Risk Assessment and Surface Water Drainage Maintenance & Management Plan have been submitted as part of the application. The WBC Drainage Officer has reviewed the proposal and raised no objections.

Landscape and Trees:

38. Policy CC03 of the MDD LP aims to protect green infrastructure networks, retain existing trees and establish appropriate landscaping, and Policy TB21 requires consideration of the landscape character.
39. Both sites contain very limited landscaping and no trees are proposed to be removed as part of this application, although it is noted that some trees have been removed as part of separate planning application (193125) which involved upgrading works to landscaping south and east of 1100 Series (as part of a new sports hub proposal east of the 1100 Series). A site visit confirmed that landscaping works associated with the sports hub proposal were being implemented.
40. WBC Trees and Landscape Officer has reviewed the proposal and raised no objections, subject to conditions (Conditions 11 and 16 refer).

Environmental Health:

41. A portion of the 1040 Series site (south/west corner) is located within an area of potentially contaminated land. However the proposal would result in minimal ground intrusion given that it utilises ground anchors and precast interlocking concrete blocks for foundations. The WBC Environmental Health Officer has reviewed the proposal and raised no concerns on contamination ground. Therefore, it is considered the proposal would not result contamination issues.

Ecology:Protected Species

42. Core Strategy Policies CP3 and CP7 establish that proposals should not have a detrimental impact on ecological features. Species and habitats of conservation value should be protected and the ability of a site to support fauna and flora, including protected species, should be maintained and enhanced. Where the need for development outweighs the need to safeguard nature conservation importance and there are no less harmful alternatives available harm should be mitigated or compensated for. In addition, MDD LP Policy TB23 requires proposals to enhance and incorporate new biodiversity features, provide appropriate buffer zones between development and designated sites as well as habitats and species of principle importance for nature conservation and ensure ecological permeability.
43. This application is supported by a short ecological appraisal report which contains a summary of a walkover survey and desktop survey.
44. WBC Ecology Officer has reviewed the proposal and commented that due to the design of the proposed structures, the proposal is unlikely to have a detrimental impact (light spill) on the Dinton Pastures Country Park (in particular on the light-sensitive bat species) in the present form. Condition 14 ensures that any proposed external lighting scheme is first approved by Local Planning Authority.

Biodiversity Net Gain

45. It is appropriate under local plan Policy TB23 and NPPF paragraph 174 for the Local Planning Authority to seek a biodiversity net gain (ecological enhancement) in the course of development.
46. The ecological appraisal report identified a relatively small area of bare ground with a covering of woodchip and occasional ruderal plant. Bare ground represents habitat of low distinctiveness, nevertheless, it would, as a result of conversion into sealed surface, represent a net biodiversity loss. The applicant proposes to address this through the provision of biodiversity net gain off-site. The off-site provision is considered appropriate in this instance and is supported by the WBC Ecology Officer. The biodiversity net gain would be secured via a Section 106 Legal Agreement.

Sustainable Design/Construction:

47. Core Strategy Policy CP1 requires that proposals contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. This is further emphasised in MDD LP Policies CC04 and CC05, and the Sustainable Design and Construction SPD.
48. Notwithstanding this, the applicant submitted a Technical Note which confirms that the 10% reduction in carbon emissions is achievable through the use of solar photovoltaic system. At the time of writing of this report, the applicant confirmed they are exploring options to mount these on sound stages 1 and 2 and it has been confirmed there is sufficient space to install enough panels to meet Policy requirements. Condition 15 secures further details and the implementation of the measures proposed therein along with other sustainability measures.
49. Area intended for waste storage is provided within both parcels. Sound stages and workshops are demountable and as such, they can be reused, thereby contributing to providing sustainable design and construction benefits. Additional sustainability measures would be secured by Condition 15.

Employment Skills:

50. MDD LP Policy TB12 indicates that proposals for major development should be accompanied by an Employment and Skills Plan (ESP) to show how the proposal accords opportunities for training, apprenticeship or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal.
51. The proposed scheme amounts to major development given the gross increase in floorspace exceeding 1,000m², therefore the scheme is required to provide seven opportunities for community skills support, four apprenticeships and three jobs created. As an alternative, the applicant may choose to pay Employment Skills Contribution (ESC) in lieu of delivering ESP which would be used to meet costs of the Council overseeing and supporting each of employment target. The requirement to deliver ESP or pay ESC in lieu would be secured through a Section 106 Legal Agreement.

Community Infrastructure Levy (CIL)

52. The application is not liable for CIL payments because it is for a commercial use only.

The Public Sector Equality Duty (Equality Act 2010)

53. In determining this application, the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. Policy CP2 of the Core Strategy also seeks to ensure that new development contributes to the provision of sustainable and inclusive communities, including for the disabled.
54. There is no indication or evidence (including from consultation on the application) that persons with protected characteristics as identified by the Act have or will have

different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts as a result of the development. Within the development, level access is provided to the workshops and sound stages and a total of 6 parking spaces, or 6% of the total spaces, are assigned for disabled use.

CONCLUSION

The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. The Managing Development Delivery Local Plan Policy CC01 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. The Core Strategy supports the proposed use in the location of Winnersh Triangle Business Park and the scheme would bring substantial economic and social benefits to the local area. There are no material considerations that would indicate that the planning application should be refused, therefore the planning application is recommended for approval.