

Application Number	Expiry Date	Parish	Ward
222366	23 November 2022	Winnersh	Winnersh

Applicant	Winnersh Film Studios Ltd
Site Address	Land At 1100 Series and E2 Building Winnersh Triangle Wokingham RG41 5TS
Proposal	Full application for the permanent retention of Stages 1 and 2 permitted under planning permission ref: 214183, and the erection of a new Virtual Production Sound Stage (Stage 3), together with associated access arrangements, parking, landscaping and associated infrastructure, including security fencing and hut and welfare facilities (part retrospective).
Type	Full
Officer	Joanna Carter
Reason for determination by committee	Major application (floor area >1000m2)

FOR CONSIDERATION BY	Planning Committee on Wednesday, 9 November 2022
REPORT PREPARED BY	Assistant Director – Place and Growth
RECOMMENDATION	<p>That the Planning Committee authorise the GRANT OF PLANNING PERMISSION subject to the following:</p> <p>A. Prior completion of a S106 legal agreement inclusive of the following Heads of Terms:</p> <ul style="list-style-type: none"> i) Biodiversity Net Gain off-site provision/contribution ii) Employment Skills Plan contribution iii) Section 106 Monitoring fee <p>B. Conditions and informatives as set out in Appendix 1 (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):</p> <p>C. Alternative recommendation:</p> <p>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:</p>

	<ol style="list-style-type: none"> 1) In the absence of a completed Section 106 legal agreement, the applicant has failed to secure an appropriate mechanism to deliver secure the required biodiversity net gain contribution. Therefore, the applicant failed to demonstrate that appropriate levels of biodiversity net gain would be delivered. 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 completed Section 106 legal agreement, the Local Planning Authority is unable to secure the implementation of an Employment Skills Plan or an 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.
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SUMMARY

The proposal relates to land within Winnersh Triangle Business Park and is for the retention of two sound stage buildings (permitted under temporary consent 214183 for a period of five years, herein referred to as “Sound Stages”) and for the erection of a Virtual Production Sound Stage building (herein referred to as “Stage 3”), together with associated access arrangements, parking, landscaping and associated infrastructure, including security fencing and hut and welfare facilities.

The two Sound Stages which have temporary consent and are already in situ at the site referred to as 1100 Series. The Sound Stage 3 is proposed to replace the four existing workshops at 1100 Series, which were permitted as part of the temporary consent 214183.

Winnersh Triangle Business Park, which is designated as a Core Employment Area within the Core Strategy and the Managing Development Delivery Local Plan. The scheme would create floorspace falling within Use Class E (more specifically E(g)(iii): industrial process incidental to film, video or sound recording), which would help achieve policy aims in terms of concentrating employment growth within Core Employment Areas. As such, the principle of development in this location is accepted.

The proposal is brought forward as the next phase of the aspirations to create “creative quarter” in Winnersh Triangle Business Park. It would create almost 6,600m² floorspace in employment use (3,600m² from the retained Sound Stages 1 & 2 and 2,988m² from Sound

Stage 3), which would assist in meeting the identified shortfall of industrial floorspace. It would also generate approximately 300 jobs on-site and support further 300 indirect jobs jointly with other phases already benefitting from planning permissions.

No objections were raised by Winnersh Parish Council or neighbours, and Local Ward Councillors Prue Bray and Paul Fishwick were supportive of the proposal.

The Sound Stage 3 would lower in footprint than the combined footprint of the existing Sound Stages, although it would be taller by approximately 1.4m in ridge height and with eaves set 3.4m higher. The dimensions of the Virtual Production Stage reflect the requirements of the industry and would produce the largest virtual production sound stage in Europe. Notwithstanding, the proposal is considered to be in keeping with the character of the surrounding commercial area and raises no concerns on these grounds. The proposal also includes gatehouse at the entrance to the site and welfare facility to the rear of Sound Stages. Photovoltaics are also proposed and would be installed on the roof of the adjoining E2 building.

There are no residential uses in close proximity to the site and the impact on the existing landscape would be limited to the row of trees separating the E2 site from 1100 Series. Fourteen trees would need to be removed, largely to accommodate the Sound Stage 3, however, it is considered that this impact could be mitigated by replacement planting and enhancement tree planting on the perimeter of 1100 Series.

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 Park & Ride 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 addition to offering sustainability benefits, the proposal would also deliver 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 impacts and local economic benefits of the proposal, it is recommended that the application is approved subject to conditions and informatives outlined in Appendix 1 and subject to the Section 106 Legal Agreement being completed.

RELEVANT PLANNING HISTORY

Application Number	Proposal	Decision
214183	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).	Approved 14 September 2022

214088	Full application for soft landscaping works including seating areas and pergolas (1180 Series).	Approved 14 February 2022
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

DEVELOPMENT INFORMATION															
Site Area	1.46 hectares														
Previous land use	Hardstanding, overflow car park														
Proposed floorspace of each use	6,763m ² of Use Class E floorspace comprising: <table border="1"> <thead> <tr> <th>Building Type</th><th>Area (m²)</th></tr> </thead> <tbody> <tr> <td>Virtual Production Sound Stage</td><td>2,988</td></tr> <tr> <td>Sound Stage 1</td><td>1,800</td></tr> <tr> <td>Sound Stage 2</td><td>1,800</td></tr> <tr> <td>Welfare Facility</td><td>125</td></tr> <tr> <td>Gatehouse</td><td>50</td></tr> <tr> <td>Total</td><td>6,763</td></tr> </tbody> </table>	Building Type	Area (m ²)	Virtual Production Sound Stage	2,988	Sound Stage 1	1,800	Sound Stage 2	1,800	Welfare Facility	125	Gatehouse	50	Total	6,763
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Change in floorspace (+/-)	-1,800m ² of Use Class E floorspace comprising: <table border="1"> <thead> <tr> <th>Building Type</th><th>Area (m²)</th></tr> </thead> <tbody> </tbody> </table>	Building Type	Area (m ²)												
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Workshop 1	-450
Workshop 2	-450
Workshop 3	-450
Workshop 4	-450
Total	-1,800

Workshops 1-4 were permitted under temporary permission, now proposed to be replaced with Virtual Production Stage.

Number of jobs created/lost

Approximately 300 direct jobs and 300 indirect jobs created (jointly with other phases of Winnersh Film Studios consented to date).

Proposed parking spaces

121 spaces comprising:

Parking Type	Number
Vehicle (inc. EVC & Blue Badge)	83
Electric Vehicle Parking:	10
- Active	5
- Passive	5
Blue Badge	6
Motorcycle	6
Cycle	32
Total	121

CONSTRAINTS

- 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
- 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)

CONSULTATION RESPONSES	
South-East Water	No comments received
Environment Agency	No comments received
Natural England	General/standing advice provided –no objection raised
Thames Water	No objection subject to informatives
SSE Power Distribution	Extra High Voltage cables in vicinity, electric substation within the site
Berkshire, Buckinghamshire and Oxfordshire	No comments received
Southern Gas Networks	Medium pressure mains to the south of the site
ESP Utilities	No objection
Fulcrum	Existing or proposed gas pipes in vicinity
Crime Prevention Design	No comments received
National Highways	No objection subject to condition
Royal Berkshire Fire and Rescue Service	Response received – no comments made
WBC Environmental Health	No objection
WBC Flood Risk & Drainage	No objection subject to condition and informative
WBC Landscape & Trees	No objection subject to conditions
WBC Growth & Delivery (Planning Policy)	No objection
WBC Ecology	No objection subject to conditions and S106 obligations
WBC Economic Prosperity & Place (Community Infrastructure)	No objection subject to S106 obligations
WBC Cleaner & Greener	No comments received
WBC Highways	No objection subject to conditions

REPRESENTATIONS

Winnersh Parish Council:

No comments received.

Local Members:

Cllr Bray and Fishwick: “I support this application. It will have a positive impact on the economy in the area and is to be welcomed.”

Neighbours:

74 neighbouring addresses were consulted. No comments were received.

PLANNING POLICY

National Planning Policy Framework (NPPG)

National Design Guide (NDG)

National Planning Practice Guidance (NPPG)

Core Strategy (CS)

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 (MDD LP)

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

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

Borough Design Guide Supplementary Planning Document (June 2012)

Sustainable Design and Construction Supplementary Planning Document (May 2010)

Living Streets: a Highways Guide for Developers in Wokingham (2019)

Wokingham SuDS Strategy (January 2017)

PLANNING ISSUES

Proposal Description

1. This is a full application for the permanent retention of Sound Stages 1 & 2, permitted under the temporary planning permission for a period of five years (214183), for the erection of a Virtual Production Sound Stage ("Stage 3") and ancillary infrastructure, including welfare facilities and gatehouse, within the site referred to as 1100 Series. The proposed photovoltaic panels and a proportion of vehicular parking would be incorporated in the adjoining site referred to as E2 Building site. The sites are located

north of Eskdale Road and south of A329(M), within Winnersh Triangle Business Park, which is designated in the Core Strategy as Core Employment Area. The proposed use is associated with film and multimedia production and the application is brought forward as the next phase of the Winnersh Film Studios scheme.

2. The site at 1100 Series currently accommodates development which was granted temporary planning permission on 14 September 2022 (214183). The temporary scheme included Sound Stages 1 & 2 and Workshops 1-4. Sound Stages 1 & 2 are sought to be retained under the current scheme and Workshops 1-4 are proposed to be replaced with Sound Stage 3.
3. The site at E2 Building currently accommodates office space, much of which is already occupied by the applicant. The proposal seeks to utilise the roof space on the E2 building to install photovoltaic panels. A portion of the existing excess parking within the north-east corner of the E2 Building site is proposed to be utilised by the current scheme.

Principle of Development

4. 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 *Development Limits* 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. S38(6) of the Planning and Compulsory Purchase Act 2004 requires that the application be determined in accordance with the development plan unless material considerations indicate otherwise.

Sustainability of Location

5. Policy CC02 *Settlement Separation Areas* of the MDD LP sets out the development limits for each settlement as defined on the Policies map. The Core Strategy Policy CP9 *Scale and Location of Development Proposals* 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.
6. As the site is within a major development location of Winnersh, the proposal is acceptable in principle. The application site is located in close proximity to Winnersh Triangle Railway Station, which is served by London Waterloo line offering connections to Wokingham, Reading and London, and a Wharfdale Road bus stop which is served by Park & Ride 500 providing connection to Reading (both located approximately 400m south-west). The site is located in close proximity to A329(M) which provides connection to M4. The site is in a highly sustainable location and raises no concerns on grounds of sustainability of location.

Employment Land

7. Core Strategy Policy CP15 *Employment Development* and MDD LP Policy TB11 *Core Employment Areas* 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, specifically within range of uses listed under E(g)(iii), which corresponds with the range of uses falling within the Use Class B1(3) (now superseded). The proposed use class E would generate additional employment in a location allocated for employment uses. Such use is supported through the Core Strategy Policy CP15 given that it would help achieve its aims through the provision and intensification of existing employment uses.

Local Plan Update

8. The Revised Growth Strategy for the period beyond the current Local Plan (up to 2026) identifies a new garden village on land to the South of the M4, which could accommodate substantial amount of the housing and employment needs of the borough within the plan-period to 2037/38 and beyond. In particular, Policy SS3 of the Revised Growth Strategy proposes 85,000m² for film and television studio uses which has already been consented and is under construction. 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. The approach of Policy ER1 encourages evolution of Core Employment Areas, including Winnersh Triangle Business Park, in accordance with economic needs. The evidence submitted by the applicant as part of their Planning Statement indicates the continued global and national need for the studio space. The proposal would therefore be capable of helping to address the evidenced economic need and would not be in conflict with the emerging Local Plan.

Need for Facility/Economic Benefits

9. In the Planning Statement, the applicant referred to the Economic Estimates 2019 (provisional): Gross Value Added (19.02.2021 update) prepared by the Department for Digital, Culture, Media and Sports ("the 2019 Estimates"), which identified that Creative Industries contributed £115.9bn in terms of Gross Value Added (GVA) in 2019. The GVA associated with Creative Industries has been growing faster than the UK economy since 2011 as represented in the Figure 1 below obtained from the 2019 Estimates:

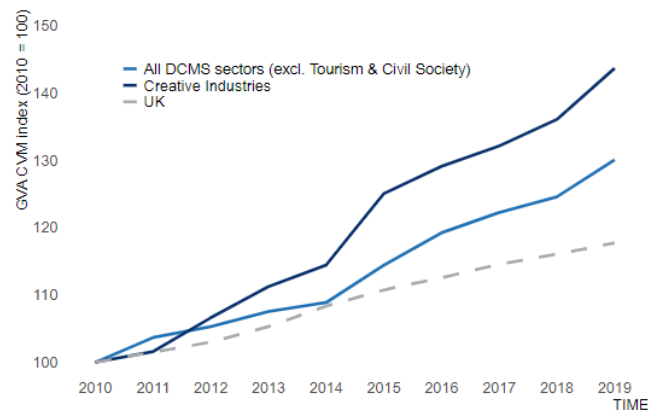


Figure 1: Index of real-terms GVA growth for Creative Industries, All DCMS Sectors (excl. Tourism and Civil Society) and for total UK: 2010 to 2019¹

10. Whilst the contribution of the Creative Industries in terms of the GVA growth is recognised, this category comprises other subsectors, such as IT, architecture, music and publishing. Notwithstanding, “film, TV, video, radio and photography” together were the next biggest contributor (39%) to the growth within the Creative Industries sector (after “IT, software and computer services”) and the production activities associated with motion picture, video and television programme production are also included in the figures for GVA growth of Cultural Sector and Digital Sector, in addition to Creative Industries sector.
11. Whilst the film production industry alone cannot be said to be responsible for the GVA growth for Creative Industries, the 2019 Estimates confirm that “film, TV, video, radio and music” was the second biggest contributor to growth in the Digital Sector (31%) and “film, TV and music” contributed most towards the Cultural Sector (63%). This highlights the major contribution of the film industry to the value of goods and services produced in those industries/sectors. In terms of the total spend on the film and high-end TV production (“HETV”), The British Film Institute research published in 2022 revealed that production spend for 2021 reached the highest ever reported figure (£5.64bn) – a 23% increase from the pre-pandemic level in 2019 (£1.27).
12. The contribution to the GVA and the spend on the HETV have taken place despite the current shortage in film studio space within UK as evidenced in the UK Film & TV Studio Property Market 2018 report prepared by Lambert Smith Hampton (“the 2018 Report”). The 2018 Report, referred to by the applicant in their Planning Statement, assessed that between 148,000m² and 176,000m² of new film studio space would be required over the next 15 years. However, the more recent report produced by Lambert Smith Hampton (The UK & Ireland Film & TV Studio Property Market 2021, “the 2021 Report”) modelled that, due to the slow progress of studio space projects to date, there continues to be a significant requirement for new supply – the need for

¹ Department for Digital, Culture, Media and Sports, “Economic Estimates 2019 (provisional): Gross Value Added (Updated 19 February 2021)”

the studio space has been modelled to be up to 214,000m² required by 2033 to address the growing demand.

13. This demonstrates that there is a significant need for new studio space within the UK which can in turn generate significant benefits in terms of economic growth. Moreover, the proposal would provide further economic benefits in terms of job creation. The applicant anticipates that the proposal would generate approximately 300 jobs on-site as well as support further 300 indirect jobs jointly with other phases of Winnersh Film Studios consented to date.
14. The growing demand has also been recognised by the Government in the National Planning Practice Guidance: Housing and Economic Needs Assessment referred to by the applicant in their Planning Statement. Whilst the guidance requires the local authorities to understand and address the need for different employment uses which *“might include the need for greater studio capacity”*, this requirement is intended to inform the policy and plan-making process rather than the decision-making process. Notwithstanding, the National Planning Policy Framework requires at paragraph 81 that planning decisions *“should help create the conditions in which businesses can invest, expand and adapt [...] taking into account [...] wider opportunities for development.”* It goes on to emphasise this requirement in relation to sectors *“where Britain can be a global leader in driving innovation, and in areas with high levels of productivity.”* These areas are further identified in the Government’s Industrial Strategy: Building a Britain fit for the future (2017) which highlights that *“the UK’s world-class creative industries, which cover film, TV and video games, are growing at twice the rate of the economy as a whole”*.
15. As such, the proposal would contribute towards the economic growth both local and national levels through helping to address the identified shortfall in studio space and generating employment opportunities. The cluster effect in creating more studios (in addition to Arborfield and Shinfield Studios) in the local area is also likely to help with economic growth. This reflects the Government objectives outlined in the NPPF, NPPG and other strategies as set out in preceding paragraphs. It is also noted that the sites where the studios are located have been vacant for some time, so they are not replacing existing business uses but providing new uses.

Character of the Area

16. Core Strategy Policies CP1 *Sustainable Development* and CP3 *General Principles for Development* 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 *Green Infrastructure, 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.

17. Paragraph 7.1 of the Borough Design Guide SPD requires that proposals should help to create a sense of place and coherent, high-quality public realm, and be of scale that relates well to the existing townscape, in particular in employment areas. This can be achieved through exploitation of distinctive features of the site, including structures, buildings and landscape and is intended to help create attractive environments that people enjoy using and that are successful in attracting occupants through maintaining or increasing the appeal of the area (Principles NR1 and NR2). Principle NR4 requires that proposals address street frontages and that boundary treatment is of high quality and helps to enclose the street space. Principle NR5 recognises that the built form will be heavily influenced by the type of business it is intended to accommodate. Where there are significant differences in height or bulk, the design should seek to moderate its impact (Principle NR6). Visually prominent roofs will need to be carefully considered to respond to the context; where roof plant is proposed, this should be screened and unobtrusive in long views (Principle NR7).
18. The site is located within Winnersh Triangle Business Park (herein referred to as “the Business Park”) which comprises a range of spaces, including high-quality and visually prominent office buildings located to the east and west of the application site. Parts of the site have been or are currently undergoing refurbishment or redevelopment, such as 800 Series to the south of the application site (193285) or Buildings 210, 220 and 230 (part of 200 Series) along Wharfedale Road further south (190197). The development within the Business Park has varied form and there is no prevalent architectural style given the wide range of uses present in the Business Park, such as office, light industrial and business. These uses influence the site and its surroundings. Buildings range in height from 6-storey (27m) Crowne Plaza hotel at the entrance to the Business Park, through 4-5 storey office buildings along the eastern and north-eastern perimeter of the Business Park (e.g. Jacobs, Virgin Media) to 2-storey buildings, which are generally located within the central and western sections of the Business Park. The following paragraphs provide a more detailed description of the neighbouring sites.

E2 Building

19. To the west of 1100 Series is located E2 Building (“Manhattan” building) part of which is subject to this application (the roof space is proposed to accommodate PV panels). The applicant has already taken occupation of majority of E2 Building as part of their long-term plans for this area (as indicated in the Location Plan). The E2 plot comprises two buildings connected via atrium and offers office space. E2 buildings are approximately 8.7m in height (11m including roof plant) with flat roof and glazed elevations. The eastern building is set back from the highway by approximately 8m and the western building is set back by approximately 20m.

1030 and 1040 Series

20. Further to the west is 1040 Series site which currently accommodates Workshops 4-8 approved as part of the temporary permission (214183). Further to the west of 1040 Series there is a cluster of four prominent 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 closest to the application site is a five storey 1030 Series office building, which measures approximately 22m. The workshops located at 1030 Series measure 7.45m in pitch height and 4m in eaves height.

800 Series

21. To the south of the application site, there are currently under construction buildings at part of 800 Series site (referred to at paragraph 18 above), which offers a mix of office, warehouse and distribution uses (application references 193253 and 193285). Figure 2 below shows the masterplan for the area submitted as part of the temporary application and is reproduced here to outline the concept of Winnersh Film Studios and locations of potential future buildings. The proposed Stage 3 is identified here in red and existing Stages 1 & 2 are identified in purple outline. The buildings currently undergoing refurbishment at 800 series are identified in Figure 2 in green and are collectively referred to as 820 Building (previously Units C6-C8). 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. The refurbished 820 building, which is located opposite the 1100 Series, will have modern appearance with a wide, landscaped frontage, and its approved design is considered to enhance the visual attractiveness of the Business Park. Units to the west of 820 Building (previously Units C1-C3, now referred to collectively as 810 Building) have been granted prior approval to be demolished (210302). The demolition is yet to take place and currently these units are occupied by the applicant to provide workshop and office space. The indicative Winnersh Film Studio Masterplan submitted as part of temporary application anticipates further development associated with the project to be proposed in this location (810 Building identified in blue in Figure 2 below). The pre-application discussions in relation to this proposal are anticipated to commence imminently.

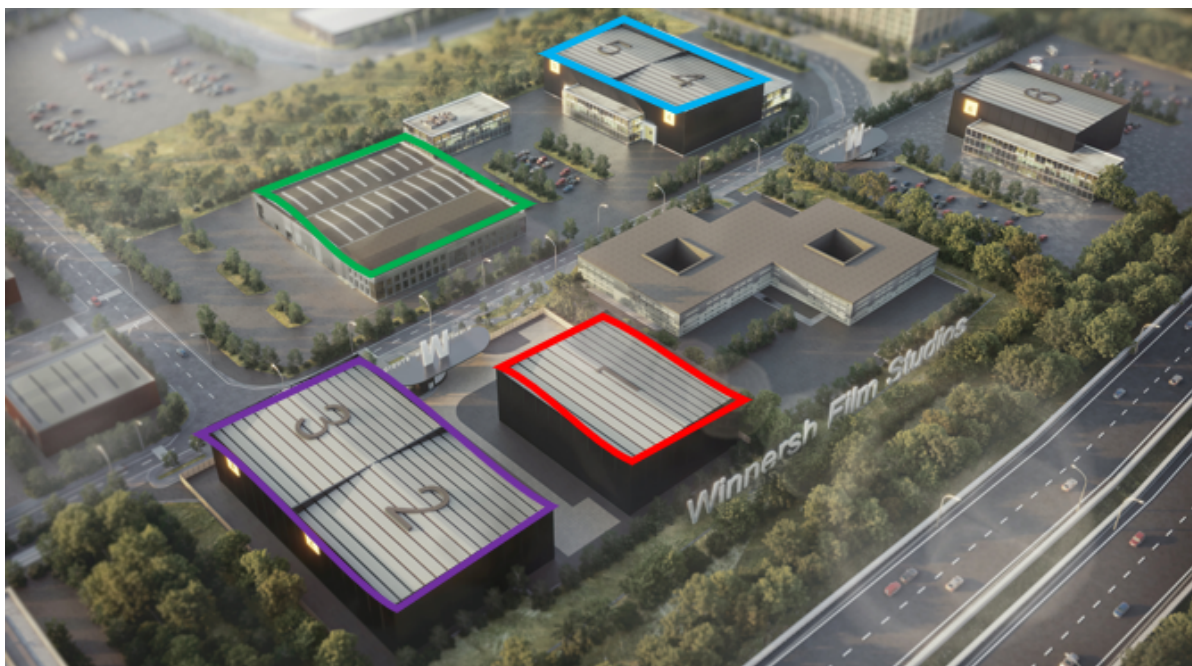


Figure 2: Indicative Winnersh Film Studios Masterplan

1080 Series

22. East of 1100 Series there is located an office building at 1180 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 reaches approximately 25m above site levels of 1100 due to underground/basement parking. As such, it is taller than Sound Stages 1 & 2 by approximately 5m in the streetscape. 1180 Building has a flat roof and glazed elevations and contributes to the high quality of the Business Park through its contemporary design and well-landscaped and wide frontage that surrounds it.

Sports Hub

23. Between the application site and 1180 Series there is a recently erected a sports hub, which includes a netball/tennis court and a football pitch, together with changing and classroom facilities (193125). The building, which incorporates the changing and classroom facilities, is single storey and of high-quality, lightweight and contemporary appearance. It is located approximately 21m from the eastern elevation of Sound Stages 1 & 2. The sports hub is for the use by occupiers of the business park and not open to the wider public.
24. In summary, the area surrounding the application site comprises high-quality, modern business park development with various parts of the site undergoing refurbishment and introducing enhancements to the wide range of amenities already complementing current uses to attract new tenants to the site. The street scene along this section of Eskdale Road is characterised by wide and well-landscaped frontages, high-quality contemporary buildings of lightweight appearance and with generally generous set-backs from the street.

Proposal

25. Sound Stages 1 & 2, which are proposed to be retained, measure 45m x 40m each and have a combined footprint of 1,800m². Together Sound Stages 1 & 2 read as one building with its southern elevation (45 wide) facing Eskdale Rd. They are sited along the eastern boundary of 1100 Series plot and are set back approximately 15.5m from the highway. The Stages have shallow pitched roof covered with inflatable tensile fabric and dark grey aluminium elevations. The pitch height of the roof is 19.7m and the eaves height is 15.1m. These stages have industrial appearance which is not at odds with other units present within the Business Park.
26. Sound Stage 3 building is proposed to replace Workshops 1-4 as shown in Figure 3 below. It would be sited along the western boundary of the 1100 Series site, between Stages 1 & 2 to the east and E2 Building to the west.



Figure 3: Indicative relationship between the previously approved Workshops 1-4 (purple fill) and the proposed Virtual Production Sound Stage (green fill)

Sound Stage 3 would measure 49.8m in width and 60m in depth and have a total footprint of 2,988m² – 1,188m² greater than the combined footprint of the existing Workshops 1-4 (1,800m²). It would measure 21m in ridge height and 18.5m to eaves and as such it would be significantly taller when compared with 7.45m ridge height and 4.5m eaves height of the existing workshops. The building, whilst of a greater scale and massing than Stages 1 & 2, would be set back further at a distance of 35m when measured from Eskdale Rd but it would have similar set back from the A329(M) running to the north. The details relating to finishes and elevations are not included as part of the current application. As with the temporary permission, these would be secured through a planning condition (Condition 10 refers), which would ensure that the final appearance of sound stages helps to maintain or enhance the character and quality of the area and responds to the context of the site. Given the differences in bulk and height between proposal and surrounding buildings, the approach to materials and finishes will need to ensure that this impact is mitigated. Whilst it is recognised that the design of the stages is necessitated by their function, the elevation treatments (such as materials and finishes) can assist in achieving a

reduction in the massing of the buildings. Moreover, given the high quality of materials used in the surrounding area (in particular in the newer buildings or those which have undergone refurbishment) and resulting lightweight appearance of buildings, the future submission would need to demonstrate an approach to the materials and elevation treatment that is coherent with the approach in this area. This would need to be considered as part of a submission pursuant to the discharge of condition (Condition 10 refers).

27. As outlined in preceding paragraphs, the Business Park development is characterised by wide, high quality landscaped frontages. The frontage between 1100 Series and the highway was included in planning application 193125 which introduces avenue planting in this location. The scheme has now been implemented and the current proposal does not seek to introduce changes to this area which offers high-quality landscaping scheme coherent with the approach along Eskdale Road. It is understood, however, that the applicant would require fencing around the perimeter of the site for security reasons. Whilst this would not strictly comply with the approach to frontages established within the Business Park (open, landscaped frontages), this needs to be weighed against the need for security given the proposed use (which is recognised in Principle NR5 of the Borough Design Guide SPD, paragraph 19 above). Whilst CGIs included within the Design and Access Statement indicated closed-board fencing, no details were submitted as part of this application. Therefore, the submission of details of boundary treatment would (including the entrance arch) and pedestrian/cycle turnstiles would be secured under condition which would ensure appropriate design, appearance and quality of the boundary treatment (Condition 10 refers).
28. The submitted plans indicate the proposed location of security hut at the site access. The building would be single storey, approximately 10.5m wide, 7m deep and up to 4.3m in pitch height. Given the nature of the building, proximity to single storey gym hub at 1180 and the gateway building's contemporary design, the building is not considered to result in detrimental impact on the street scene. Notwithstanding, it is noted that no details in terms of finishes and materials have been submitted as part of the scheme, therefore, for reasons stated paragraph 28 above, the submission of such details would be secured by condition (Condition 10 refers). Given the location of the welfare facility to the rear of the site and its modest dimensions (3m height, 14.8m width and 8.5m depth), it is not considered that the proposal would have detrimental impact on the character of the area.
29. In terms of the E2 Building, the applicant submitted an indicative location of photovoltaic panels which are proposed to be installed on the roof of E2 Building. Details of the photovoltaic panels will be secured by condition (Condition 19 refers), which requires that the proposal is not visually obtrusive.

Access and Movement

30. Core Strategy Policies CP1 *Sustainable Development* and CP6 *Managing Travel Demand* require consideration of the travel impacts of development, emphasising the

importance of reducing the need to travel, particularly by private car. They require development to make provision for a choice of sustainable forms of transport including improvements to existing transport infrastructure including road, rail, public transport and facilities for pedestrians and cyclists, including those with reduced mobility. MDD LP Policy TB20 *Service Arrangements and Deliveries for Employment and Retail Use* requires commercial proposals to make provision for servicing without harm to amenity, highway safety visual amenity or any other adverse environmental impact.

Access and Servicing

31. 1100 Series take access directly from Eskdale Road. The existing access to 1100 Series is proposed to be widened by 1m to accommodate movement of HGV vehicles in and out of the site. The widening of the access was proposed as part of the temporary application, and it is understood that at the time of writing this report these works are due to commence imminently. As such, the details of the proposed access are secured by condition (Condition 7 refers). The application proposes a separate pedestrian/cycle access and a security hub to be sited between the vehicular and pedestrian/cycle access points – details relating to these are proposed to be secured by condition (Condition 11 refers). However the gates are sufficiently far enough back from the public highway that vehicles visiting the site will not overhang the footpath or highway while waiting for entry. Additional pedestrian access is proposed in the north-west corner of 1100 Series site to facilitate pedestrian movement between E2 and 1100 Series. The WBC Highways Officer has reviewed the proposal and raised no objections in this respect.
32. The applicant submitted a Delivery and Servicing Plan that was prepared in respect of operations at 1040 Series (which accommodates Workshops 5-8 approved under temporary permission) and the current application site as requested by WBC Highways Officer. The gateway security staff would control the access to the site and grant delivery drivers access past the security gates and assist as necessary. The WBC Highways Officer has reviewed the proposal and raised no objections in this respect, having considered that sufficient space has been provided to allow safe pedestrian movement whilst vehicles are waiting to enter the 1100 Series site.

Traffic Impact

33. Core Strategy Policy CP6 *Managing Travel Demand* requires the consideration of the impact upon the transport network, road safety and infrastructure improvements, including enhanced facilities for pedestrians and cyclists.
34. The application is accompanied by a Transport Statement (“the TS”) which demonstrates that the level of development would not have a significant impact on the transport network. The applicant followed the methodology which was accepted for Shinfield Studios application (210387). The proposal would result in additional 6 and 5 two-way movements in the AM and PM peaks respectively when compared with the temporary scheme. WBC Highways Officer has reviewed the information

submitted and considered that the proposal would not have an adverse impact on the wider highway network.

35. The applicant submitted a Framework Construction Method Statement (“the FCMS”) as part of current application, which has been considered acceptable by the WBC Highways Officer (Condition 2 refers). The application has also been considered by National Highways who raised no objection subject to securing Construction and Environment Management Plan by condition. Matters identified by National Highways have been incorporated into the wording of Condition 2.

Car Parking

36. 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. Principle NR10 of the Borough Design Guide SPD require that car parking is positioned unobtrusively, well-designed and landscaped. Car parking should be positioned away from the street frontage. Where provided on street frontage, high quality of boundary treatment and design would be required.
37. It is proposed that there would be 70 parking spaces on 1100 Series site and 13 additional parking spaces on E2 Building site adjacent to it. All spaces would measure at least 2.5m x 5m, six of which would be blue badge spaces. In combination with parking provided on 1040 Series land (temporary permission 214183), this would result in an increase of 19 spaces when compared with the temporary scheme. In establishing their car parking requirements, the applicant adopted the methodology agreed in Shinfield Studios application (210387). Parking for this use is expected to be far less than what has been already considered and is required for an office building, so the use would improve conditions over what has been consented by the outline for the wider Winnersh Business Park in 2007 (O/2006/9071). The space previously utilised for overspill car parking is no longer required as confirmed by the applicant at the temporary application stage. The WBC Highways Officer has reviewed the parking provision and raised no objections subject to the submitted Parking Management Plan being secured by condition to ensure ongoing monitoring of level of car parking required, among other things (Condition 9 refers).
38. In addition, the applicant submitted a Framework Travel Plan that includes 1040 Series site, which has been reviewed by the WBC Highways Officer and is considered acceptable. The future submission of a Travel Plan is proposed to be secured by condition (Condition 8 refers).

Electric Vehicle Charging (“EVC”)

39. The applicant proposes to provide 5 active and 5 passive EVC spaces, which is above Council’s standards. The management of these spaces and details of how passive spaces would be brought into operation are secured by condition (Condition 9 refers).

Cycle and Motorcycle Parking

40. The applicant proposes to provide 32 cycle parking spaces, which is in line with Council's standards. The details of these spaces, including appropriate cycle shelters, are proposed to be secured by condition (Condition 6 refers). Moreover, the demand for cycle parking would be monitored as part of Travel Plan and more spaces would be provided where there is demand (Condition 8 refers).
41. The scheme proposes to provide 5 motorcycle parking spaces, which meets Council's standards. The provision of both cycle and motorcycle parking spaces would be secured by condition (Condition 9 refers).

Landscape and Trees

42. Core Strategy Policies CP1 *Sustainable Development* and CP3 *General Principles for Development* 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.
43. MDD LP Policy TB21 *Landscape Character*, amplified by the Borough Design Guide SPD and South Wokingham SDL SPD require proposals to demonstrate how they have addressed the requirements of the Council's Landscape Character Assessment and respond positively to the local landscape context, retaining or enhancing features that contribute to the landscape including topography, natural features – hedgerows, trees, watercourses etc. - heritage assets, settlement patterns and the network of routes. MDD LP Policy CC03 *Green Infrastructure, 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.
44. The character of the area and landscape setting have been outlined at paragraphs 16 to 29 of this report, which also considered impact of the proposal on these. It is not proposed to repeat these here and instead the following paragraphs are limited to the impact on the existing landscaping within and adjacent to the site.
45. In order to accommodate the proposed erection of Stage 3, a number of trees along the western boundary of the site would need to be removed – these trees are a mix of sizes and conditions. Although none of the proposed trees would be of high value quality, the trees provide a vegetative screen along the boundary between 1100 Series plot and E2 Building site. The WBC Trees & Landscape Officer has reviewed the proposal and raised no objection subject to appropriate replacement planting along this boundary to be secured together with enhancement tree planting to be provided along the northern and southern boundaries (Conditions 12 to 14 refer).

Ecology

46. Core Strategy Policies CP3 *General Principles for Development* and CP7 *Biodiversity* 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. In addition, MDD LP Policy TB23 *Biodiversity and Development* 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.

Protected Species

47. WBC Ecology Officer has reviewed the proposal and concluded that the proposal is unlikely to have a detrimental impact on protected species. A condition is proposed which would ensure that any proposed external lighting scheme is considered in terms of the potential light spill and first approved by Local Planning Authority (Condition 18 refers).

Biodiversity Net Gain

48. 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. The application is supported by a Biodiversity Net Gain Design Stage Report ("the BNG Report"), which applies the DEFRA biodiversity metric to assess the proposed habitat change on site. The BNG Report identifies that there would be a net loss of 0.11 habitat units and a shortfall to a 10% biodiversity net gain of 0.17 habitat units. The WBC Ecology Officer has reviewed the BNG Report and concluded that it would be appropriate in this instance for the applicant to meet the shortfall in biodiversity net gain off-site. The requirement to provide this would be secured through a Section 106 Legal Agreement as set out in the Heads of Terms outlined in the Recommendation section of this report. Further details are proposed to be conditioned that would ensure that biodiversity measures proposed are secured and that the habitat proposed to be retained is protected (Conditions 12 and 13 refer).

Flooding and Drainage

49. Core Strategy Policy CP1 *Sustainable Development* and MDD LP Policy CC09 *Development and Flood Risk (from all sources)* require a sequential approach which directs development away from areas at highest risk of flooding (from any source). Furthermore, development should incorporate Sustainable Drainage Systems (SuDS) to provide adequate drainage, avoid increasing - and where possible reduce - the risk of flooding, on the site and elsewhere, and limit adverse effects on water

quality (including ground water). Flood modelling and drainage systems should be designed to accommodate a 1 in 100-year flood event plus an allowance for climate change: 40% surface water (pluvial) flooding and 70% for fluvial flooding.

50. The majority of the site is located within Flood Zone 2 with a small section of the site located within Flood Zone 1. A Flood Risk Assessment has been submitted as part of the application. Environment Agency has been consulted on the proposal but offered no comments to date. The Standing Advice from Department for Environment, Food & Rural Affairs and Environment Agency states that Environment Agency should be consulted if the development (other than minor development) falls within one of the relevant defined vulnerability categories:

- i. "essential infrastructure",
- ii. "highly vulnerable",
- iii. "more vulnerable" and being a landfill, waste facility site, caravan or camping site,
- iv. "less vulnerable" and it is a waste treatment site, mineral processing site, water treatment plant or sewage treatment plant

Whilst the proposal is classified as major development, the proposed use is classified as "less vulnerable" and does not meet criteria set out above that would require Environment Agency to be consulted. The WBC Flood and Drainage Officer has reviewed the proposal and raised no objections to the proposed scheme and recommended that it should be carried out in accordance with the Flood Risk Assessment submitted (Condition 15 refers). They noted that any future proposals would require updated Flood Risk Assessment with the most recent modelling data available.

51. In terms of drainage scheme, the Flood Risk Assessment incorporated a proposed drainage strategy which sets out that the surface from the roofs would be routed to nearby Thames Water utilities storm sewers and the existing tarmac surfacing would be retained without amendment. The proposed drainage system would incorporate cellular storage tank that would have capacity exceeding that needed in the critical 1 in 100 years storm event +40% climate change allowance. The WBC Flood and Drainage Officer has reviewed the proposal and raised no objections to the proposed scheme and recommended that it should be carried out in accordance with the Surface Water Strategy contained within the Flood Risk Assessment submitted (Condition 16 refers).
52. The future ongoing management and maintenance of the drainage components would be a responsibility of an Estate Management Company that would be established for this purpose. Details pertaining to this are proposed to be secured by condition (Condition 17 refers).

Environmental Health & Neighbour Amenities

53. Core Strategy Policy CP1 *Sustainable Development* seeks to avoid development in areas where noise may impact on the amenity of residential uses and MDD LP Policy CC06 *Noise* reinforces this, requiring proposals to demonstrate how noise impacts on sensitive receptors (both existing and proposed) have been addressed.
54. The application lies within Business Park and is sited approximately 300m away from the nearest dwelling. Stage 3 would be sited some 20.5m to the side from the north-east corner of the eastern part of E2 building. Due to the distance between the buildings and the nature of E2 use (office space), there are no concerns in terms of loss of light.
55. In terms of noise pollution, due to their function, sound stages are designed to minimise noise pollution and are soundproofed. Moreover, the proposed use is in line with business park uses and some level of noise generation is expected. There is no outdoor filming proposed. 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. The WBC Environmental Health Officer has reviewed the proposal and did not raise any concerns.

Sustainable Design/Construction

56. Core Strategy Policy CP1 *Sustainable Development* 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 *Sustainable Design and Construction* and CC05 *Renewable Energy and Decentralised Energy Networks*, and the Sustainable Design and Construction SPD.
57. The proposed scheme exceeds the 1,000m² gross floorspace for non-residential development. Therefore, the proposal will need to deliver a minimum of 10% reduction in carbon emissions through renewable energy or low carbon technology when compared with standards set in the relevant Building Regulations.
58. At the time of the temporary permission the applicant envisaged that they would explore options for installing photovoltaic panels on the roof of sound stages, which was secured by condition. However, as explained at para 7.27 of the Planning Statement submitted with this application, the materials and construction of the sound stage buildings meant that there was limited scope to mount photovoltaic panels on them
59. The applicant submitted as part of this application the Energy and Sustainability Statement which identifies measures that would help achieve the minimum of 10% reduction in carbon emissions produced by the proposal. These include, among others, air source heat pumps as well as photovoltaic panels the latter of which are

proposed to be installed on E2 building as outlined in the indicative layout drawing. Details of the proposed measures that would deliver the minimum 10% reduction in carbon emissions and the location of the photovoltaic panels on the roof of E2 building are proposed to be secured by condition (Condition 19 refers).

Employment Skills

60. MDD LP Policy TB12 *Employment Skills Plan* indicates that proposals for all major development (both commercial and residential) should be accompanied by an Employment and Skills Plan (ESP) with a supporting method statement 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. The ESP requirements are worked out using the Construction Industry Training Board (CITB) benchmarks which are based on the value of construction. The value of the construction is calculated based on the proposed gross internal floorspace.
61. The proposed scheme amounts to major development given the gross increase in floorspace exceeding 1,000m² threshold. Therefore, based on the gross internal floorspace, 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 as set out in the Heads of Terms outlined in the Recommendation section of this report.

Community Infrastructure Levy (CIL)

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

The Public Sector Equality Duty (Equality Act 2010)
<i>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. There is no indication or evidence (including from consultation on the application) that the protected groups 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 upon protected groups as a result of the development.</i>

APPENDIX 1 - Conditions and Informatives

APPROVAL subject to the following conditions and informatives:

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 Stage 1 and 2</i>	<i>2697-PL-204</i>	<i>/</i>
<i>Proposed Sound Stage 3</i>	<i>2697-PL-205</i>	<i>/</i>
<i>Proposed Gatehouse and Toilet Facility</i>	<i>2697-PL-206</i>	<i>/</i>
<i>Site Layout Proposed Block Plan</i>	<i>2697-PL-201</i>	<i>B</i>

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.

Construction Method Statement

2. The construction of development hereby permitted shall adhere to the Construction Method Statement dated 11.07.2022 prepared by Motion throughout the period of construction. The Construction Method Statement shall be reviewed and updated if necessary on an ongoing basis, and shall include the following:
 - i) The proposed construction traffic routes to the site, to be identified on a plan;
 - ii) Construction Traffic Management Plan (to include the co-ordination of deliveries and plant and materials and the disposing of waste resulting from demolition and/or construction so as to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0900) and PM Peak (1630-1800) periods);
 - iii) an estimate of the daily movement of the construction traffic;
 - iv) the hours of construction work and deliveries;
 - v) area(s) for the parking of vehicles of site operatives and visitors;
 - vi) area(s) for the loading and unloading of plant and materials;
 - vii) area(s) for the storage of plant and materials used in constructing the development;
 - viii) details of waste management arrangements;
 - ix) consideration of emissions to air, water and land. Including noise & vibration, dust, general discharges and appropriate mitigation strategies;

- x) the storage of materials and construction waste, including waste recycling where possible;
- xi) Risk Assessments and Method Statements for the works; and
- xii) contact details of personnel responsible for the construction works.

Any updated details shall be first submitted to for an approval in writing by the Local Planning Authority. The construction shall be carried out in accordance with the details so approved.

Reason: To mitigate any adverse impact from the development on the M4, to ensure that the M4 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. In the interests of highway safety & convenience and amenities of adjoining land uses. Relevant policy: Core Strategy policies CP3 and CP6.

Delivery and Service Strategy

3. The development hereby permitted shall be carried out in accordance with the Delivery and Servicing Plan dated 24.10.2022 prepared by Motion. The Delivery and Servicing Plan shall be reviewed and updated if necessary on an ongoing basis. Any updated details shall be first submitted to for an approval in writing by the Local Planning Authority. The delivery and servicing shall be carried out in accordance with the details so approved.

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

4. 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

5. Within three months of the date of this planning permission full details of electric vehicle charging points shown in the approved drawing Proposed Block Plan 2697-PL-201 Rev B 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 development, unless otherwise agreed in writing by the Local Planning Authority. The electric vehicle charging points shall be installed in accordance with the details so approved.

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

6. Before the development hereby approved is brought into operation, details of secure and covered parking for cycles serving this development shall be first submitted to and approved in writing by 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 development hereby permitted.

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

7. The proposed vehicular access shall be formed and provided with visibility splays as shown on drawing Visibility Splay number 2106072-01 Revision D dated 24.10.2022 prepared by Motion. 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

8. Within three months of the date of this planning permission, 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 principles of the Framework Travel Plan dated 24 October 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 a 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

9. 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.

Materials

10. Prior to the above-ground construction of the Virtual Production Sound Stage (Sound Stage 3) hereby approved, samples and details of the materials to be used in the construction of the external surfaces of buildings, including Sound Stages and gateway/security hut, shall be first submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with details so approved.

Reason: To ensure that the external appearance of the building and other structures is satisfactory, in accordance with Core Strategy policies CP1 and CP3.

Boundary Treatment

11. Within three months of the date of this planning permission, details of all boundary treatments and other means of enclosure (including the entrance arch and pedestrian turnstiles) shall be submitted to the Local Planning Authority for a written approval. 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 unless otherwise agreed in writing by the Local Planning Authority. The boundary treatment and means of enclosure shall be installed in accordance with the details so approved.

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.

Landscaping

12. Before the development hereby approved is brought into operation, 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, proposed finished floor levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and minor artefacts and structure (e.g. refuse or other storage units, signs, lighting, external services, etc). Soft landscaping details shall:
 - i) include 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; and

- ii) demonstrate how on-site biodiversity net gain measures and retained habitat are secured, as identified in Biodiversity Net Gain Design Stage Report R3144 Rev C September 2022 prepared by John Wenman.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the Virtual Production Sound Stage (Stage 3) being brought into use or in accordance with a timetable first submitted to and 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 and to ensure on-site biodiversity net gain measures and protection of habitat. Relevant policy: Core Strategy Policies CP3 and CP7, and Managing Development Delivery Local Plan Policies CC03, TB21 and TB23.

Retention of trees and shrubs

13. No trees, shrubs or hedges showing as being retained on the approved Tree Protection Plan number 1947-01 dated July 2022 and prepared by SJ Stephens Associates 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 first 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 and to ensure on-site biodiversity net gain measures and protection of habitat. Relevant Policy: Core Strategy Policies CP3 and CP7, and Managing Development Delivery Local Plan Policies CC03, TB21 and TB23.

Protection of Trees

14.
 - a) No development or other operation shall commence on site until an Arboricultural Method Statement and Scheme of Works which provides for the retention and protection of trees, shrubs and hedges growing on or adjacent to the site in accordance with BS5837: 2012 has been submitted to and approved in writing by the local planning authority. No development or other operations shall take place except in complete accordance with the details as so-approved (hereinafter referred to as the Approved Scheme).

- b) No operations shall commence on site in connection with development hereby approved (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and or widening or any other operation involving use of motorised vehicles or construction machinery) until the tree protection works required by the Approved Scheme are in place on site.
- c) No excavations for services, storage of materials or machinery, parking of vehicles, deposit or excavation of soil or rubble, lighting of fires or disposal of liquids shall take place within an area designated as being fenced off or otherwise protected in the Approved Scheme.
- d) The fencing or other works which are part of the Approved Scheme shall not be moved or removed, temporarily or otherwise, until all works including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval in writing of the local planning authority has first been sought and obtained.

Reason: To secure the protection throughout the time that the development is being carried out of trees shrubs or hedges growing within or adjacent to the site which are of amenity value to the area, and to allow for verification by the local planning authority that the necessary measures are in place before development and other works commence Relevant policy: Core Strategy Policy CP3 and Managing Development Delivery Local Plan Policies CC03 and TB21.

Flood Risk

- 15. The development hereby permitted shall be carried out in accordance with the Flood Risk Assessment Ref: 11518 dated July 2022 (Second Issue dated 13.10.2022) prepared by GTA Civils & Transport unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent increased flood risk from surface water run-off 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 Policies CC09 and CC10.

Sustainable Drainage

- 16. Prior to the above-ground construction of the Virtual Production Sound Stage (Sound Stage 3) hereby approved the drainage scheme for the site shall be first implemented in accordance with the Surface Water Drainage Strategy ref 11518/1102 Revision P1 dated July 2022 prepared by GTA Civils & Transport unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent increased flood risk from surface water run-off 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 Policies CC09 and CC10.

Drainage (Maintenance)

17. Prior to the above-ground construction of the Virtual Production Sound Stage (Sound Stage 3) hereby approved details of the proposed management and maintenance of the sustainable drainage system shall be first submitted to and approved in writing by the Local Planning Authority. The approved SuDS Maintenance and Management Plan shall be implemented in full in accordance with the details so- approved.

Reason: To prevent increased flood risk from surface water run-off 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 Policies CC09 and CC10.

External Lighting

18. 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 development.

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

19. Prior to the above-ground construction of the Virtual Production Sound Stage (Sound Stage 3) hereby approved an Energy and Sustainability Strategy shall be submitted to the Local Planning Authority for a written approval. The Energy and Sustainability Strategy include:
- i) details of measures identified in Energy and Sustainability Overview Rev **XXXX** prepared by Hoare Lea to achieve a minimum of 10% reduction in carbon emissions produced by the development hereby approved; and
 - ii) timescales for implementation of such measures; and
 - iii) details of measures to prevent any supporting plant from being visually

obtrusive.

The approved measures shall be implemented within the timescales set out within the approved strategy and shall remain operational for the lifetime of the development.

Reason: To reduce the environmental impact of the development and in the interest of visual amenity. Relevant Policy: Core Strategy Policies CP1 and CP3, Managing Development Delivery Local Plan Policies CC05 and CC04 and the Sustainable Design and Construction SPD.

Informatives:

Reason for recommendation

- 1) The development accords with the policies contained within the development plan and there are no material considerations that warrant a different decision being taken.

Relevant policies

- 2) You are advised, in compliance with The Town and Country Planning [Development Management Procedure] [England] Order 2010 that the following policies and/or proposals in the development plan are relevant to this decision:
 - National Planning Policy Framework
 - Wokingham Borough Core Strategy Development Plan Document (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
 - Adopted Managing Development Delivery Local Plan (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
 - 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
 - Borough Design Guide Supplementary Planning Document (2012)

- Sustainable Design and Construction Supplementary Planning Document (2010)
- Living Streets: a Highways Guide for Developers in Wokingham (2019)
- Wokingham SuDS Strategy (January 2017)

Planning Obligations

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

Highways

- 4) 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
- 5) 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.
- 6) 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.
- 7) 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.
- 8) 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

- 9) 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

- 10) 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 via <https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C01%7Cdevelopment.control%40wokingham.gov.uk%7Cab4d0c44b2cc46042c5708da8c0b86ea%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637976278383618666%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C&sdata=gelGIGU8ACjiVOCbw7Aqf0iCc9R%2FnzBnJyVD9L%2BPI2Y%3D&reserved=0>. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water – Public Sewers

- 11) There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it is important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scaleddevelopments%2Fplanning-your-development%2Fworking-near-ourpipes&data=05%7C01%7Cdevelopment.control%40wokingham.gov.uk%7Cab4d0c44b2cc46042c5708da8c0b86ea%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C637976278383618666%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C&sdata=0H6yjOW7rLGpGGMWT8RQxS1X9dyvqAUwua83r4WGNSc%3D&reserved=0>

Thames Water – Mains Water

- 12) 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 <https://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.

Environment Agency

- 13) Although the Lead Local Flood Authority has commented on this application, please note that the Environment Agency is the main approval body for main rivers. Any comments made by Lead Local Flood Authority are for advisory

nature only. It is the responsibility of applicant to seek approval from Environment Agency for fluvial flooding.

National Highways

- 14) The applicant is made aware that National Highways wish to be consulted on the Construction Method Statement to comply with Condition 2.

Advertisement Consent

- 15) 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

- 16) 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 as part of a full pre-application process undertaken 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.

APPENDIX 2 - Parish Council Comments

Councillor Paul Fishwick

PLANNING REF : 222366
PROPERTY ADDRESS : 4 Mayfields Sindlesham
: Wokingham, Berkshire
: RG41 5BY
SUBMITTED BY : Cllr Paul Fishwick
DATE SUBMITTED : 18/10/2022

COMMENTS:

I support this application. It will have a positive impact on the economy in the area and is to be welcomed.

Councillor Prue Bray

PLANNING REF : 222366
PROPERTY ADDRESS : prue.bray@wokingham.gov.uk
:
:
SUBMITTED BY : Councillor Prue Bray
DATE SUBMITTED : 11/09/2022

COMMENTS:

I support this application. It will have a positive impact on the economy in the area and is to be welcomed.

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