

# Agenda Item 36.

<b>Application Number</b>	<b>Expiry Date</b>	<b>Parish</b>	<b>Ward</b>
231602	20 October 2023 (EoT)	Winnersh	Winnersh;

<b>Applicant</b>	Mr J Atack
<b>Site Address</b>	Land at Building 810, Eskdale Road, Winnersh Triangle Business Park, Wokingham, RG41 5TS
<b>Proposal</b>	Full application for the proposed erection of a sound stage building for commercial filming with access, parking, landscaping and associated works, following demolition of the existing buildings.
<b>Type</b>	Full
<b>Officer</b>	Joanna Carter
<b>Reason for determination by committee</b>	Major application (floor area >1000m2)

<b>FOR CONSIDERATION BY</b>	Planning Committee on Wednesday, 11 October 2023
<b>REPORT PREPARED BY</b>	Assistant Director – Place and Growth

<b>RECOMMENDATION</b>	<p><b>That the Planning Committee authorise the GRANT OF PLANNING PERMISSION subject to the following:</b></p> <p><b>A. Prior completion of a S106 legal agreement inclusive of the following Heads of Terms:</b></p> <ul style="list-style-type: none"> <li>i) Employment Skills Plan contribution</li> <li>ii) Section 106 Monitoring fee</li> </ul> <p><b>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):</b></p> <p><b>C. Alternative recommendation:</b></p> <p><b>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 reason:</b></p> <ul style="list-style-type: none"> <li>1) 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</li> </ul>
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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.

## SUMMARY

The proposal relates to land within Winnersh Triangle Business Park and is for the erection of a sound stage building, together with access, parking, landscaping and associated works, following demolition of the existing buildings. The existing building comprises three standard warehouse units constructed in mid-1980s which are currently used for various production and storage uses in connection with film-production activities elsewhere within the area.

Core Strategy Policy CP15 and MDD LP Policy TB11 designated Winnersh Triangle Business Park as a Core Employment area. 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 approximately 4,500m<sup>2</sup> floorspace in employment use, which would assist in meeting the identified shortfall of industrial floorspace. It would also generate approximately 250 jobs on-site during the operating days.

No objections were raised by Winnersh Parish Council, local members or neighbours.

The proposed building would be more visually prominent than the buildings currently on site due to its bulk and mass, although the overall footprint would be reduced. The building would provide flexible space for future operation as a film production studio due to the proposed concertina retractable wall, which would allow sub-division of the building into two sound stages if required. The applicant had engaged with the Local Planning Authority in pre-application discussions, in particular in relation to producing high quality proposal in terms of external appearance of the building and landscaping scheme, which are considered particularly important given the prominent location of the site within the public realm of Winnersh Triangle Business Park.

There are no residential uses in close proximity to the site and the impact on the existing trees, 21 of which are proposed to be removed, is considered acceptable given the proposed replacement planting and enhancements to the frontage along Eskdale Road, which would tie into the high-quality scheme in this area, further enhancing public realm and pedestrian connectivity. The proposal would also deliver ecological enhancements and deliver almost 20% of Biodiversity Net Gain on-site, which exceeds the Council’s current requirements.

The application site is located within a highly sustainable location, and the proposal would not have adverse impact on highway network. Whilst the proposed number of parking

spaces would be reduced when compared with the current provision, it would meet the approved standards for parking for this use with some spare capacity available at certain times. The proposal would exceed the Council's standards for electric vehicle charging and the submitted information demonstrated how the proposal would achieve BREEAM rating 'excellent', in line with the Council's Climate Change Interim Policy Position Statement. The proposal would also contribute to the creation of opportunities for training and vocational initiatives, which would be secured through a Section 106 Legal Agreement.

Therefore, there are no objection to the proposal and 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.

<b>RELEVANT PLANNING HISTORY</b>		
<b>Application Number</b>	<b>Proposal</b>	<b>Decision</b>
230476	Screening Opinion application for the proposed erection of a sound stage building for commercial filming. The proposed building comprises a gross internal area of 4,552 sqm, which would function as a bespoke film studio.	Replied 22 March 2023
222366	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).	Under consideration
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
210302	Prior approval submission for demolition of a one storey steel-framed warehouse.	Approved 23 February 2021
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
120713	Application for the addition of two roller doors, one on north side of unit 5 and one on the west side of unit 6 (retrospective).	Approved 12 April 2012

VAR/2009/0943	Variation of condition 7 of O/2006/9071 relating to highway works	Approved 12 October 2010
F/2006/6700	Change of use of ground floor of unit 135 Wharfedale Road from Class B1 office use to Class A1 retail, Class A3 café and Class A5 takeaway	Approved 21 March 2006
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 <sup>2</sup> 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
33923(F)	Change of use of part ground floor to offices and construction of additional office space over Unit 1 Block C Eskdale Road Winnersh Triangle, Winnersh	Approved 25 September 1989
33397(F)	Change of use to storage or distribution; Unit 1 Block C Winnersh Triangle, Winnersh	Approved 16 August 1989
21723(F)	Change of use from warehouse to industrial including additional office space windows and door; also relaxation of condition 51 of consent dated 26 October 1979 (limitation of working hours) – at Unit 1 Block C Eskdale Road, Winnersh Triangle, Winnersh	Approved 29 June 1984
20043(F)	Change of use from warehouse to light industrial including additional fenestration to elevations at Unit 8 Block C Winnersh Triangle, Winnersh	Approved 3 October 1983
13703	Warehouse with ancillary office accommodation at Winnersh Triangle Development Scheme, Winnersh, Wokingham, Berks	Approved 2 September 1980
308308	Outline planning application for the redevelopment of Winnersh Triangle	Approved 1979

<b>DEVELOPMENT INFORMATION</b>	
Site Area	1.23 hectare
Proposed units	1 no. unit comprising 2 no. sound stages (Use Class E – Commercial, Business and Service, Previously B2 use)
Previous land use	Warehouse (Use Class E – Commercial, Business and Service)
Proposed floorspace	4,552m <sup>2</sup>
Change in floorspace (+/-)	-48m <sup>2</sup>
Existing parking spaces	78 vehicle parking spaces
Proposed parking spaces	60 vehicle parking spaces (-18), total of: 95 spaces comprising:

<b>Parking Type</b>	<b>Number</b>
<b>Vehicle</b> (inc. EVC & Blue Badge)	<b>60</b> (reduction of 18)
Electric Vehicle Parking:	13
- Active	3
- Passive	10
Blue Badge	5
<b>Motorcycle</b>	<b>5</b>
<b>Cycle</b>	<b>30</b>
<b>Total</b>	<b>95</b>

## CONSTRAINTS

- Major Development Location of Winnersh (CS Policy CP9 and MDD LP Policy CC01)
- Flood Zone 2 (MDD LP Policy CC09)
- Major Nuclear Site Consultation Zone: Burghfield Atomic Weapons Establishment 12km zone (MDD LP Policy TB04)
- Bat Roost Habitat Consultation Zone (MDD LP Policy TB23)
- Site of Special Scientific Interest Impact Risk Zones: Lodge Wood and Sandford Mill (MDD LP Policy TB23)
- Core Employment Area – Winnersh Triangle (CS Policy CP15 and MDD LP Policy TB11)
- Aerodrome Safeguarding: Heathrow Consultation Zone
- Minerals Consultation Zone (Central and Eastern Berkshire Joint Minerals and Waste Plan (adopted 19 January 2023))
- Overhead Electricity Cable Consultation Zone – SSE Power Distribution
- Electricity Sub Station Consultation Zone – SSE Power Distribution

## CONSULTATION RESPONSES

Berkshire, Buckinghamshire & Oxon Wildlife Trust	No comments received
Crime Prevention Design Advisor	No comments received
ESP Utilities	No objection, asset location and guidance note on works were supplied
Fulcrum Pipelines	No objection, asset location and guidance note on works were supplied
Royal Berkshire Fire & Rescue Service	Following comments provided to ensure the proposal meets requirements imposed by the Building Regulations: <i>“Fire service access should comply with Section B5 of ADB Volume 1 2019 with additional local requirements below under the Berkshire Act 1986: Fire service vehicles currently operated by Royal Berkshire Fire &amp; Rescue Service exceed the nominal</i>

	<p><i>requirements stated in the current edition of Approved Document B.</i></p> <p><i>The applicant should be made aware of the following amendments:</i></p> <p><i>The minimum carrying capacity for a pumping appliance is 16 tonnes. The minimum carrying capacity for a high reach appliance is 26 tonnes. Structures such as bridges should have the full vehicle carrying capacity.</i></p> <p><i>Diagram 49 (hydraulic platform dimensions) to be adopted for all fire service vehicles not just high reach appliances.</i></p> <p><i>Any structural fire precautions and all means of escape provision will have to satisfy Building Regulation requirements. These matters are administered by the local authority Building Control or approved inspectors, who you are advised to contact in this regard”</i></p>
South East Water	No comments received
Southern Gas Networks	No objection, asset location and guidance note on works were supplied
SSE Power Distribution	No objection, asset location and guidance note on works were supplied
Thames Water	No objection, subject to informatives. Thames Water recommended that <i>“petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.”</i>
WBC Community Infrastructure (Employment Skills Plan)	No objection, subject to legal obligation securing Employment Skills Plan
WBC Ecology	No comments received
WBC Environmental Health	No objection
WBC Flood Risk & Drainage	No objection
WBC Growth & Delivery (Policy)	No comments received, although comments have previously been provided as part of the pre-application process and continue to apply.
WBC Highways	No objection, subject to conditions
WBC Landscape & Trees	No objection, subject to conditions
WBC Sustainability	No objection, subject to conditions

<b>REPRESENTATIONS</b>
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**Town/Parish Council:**

*“Winnersh Parish Council's Planning and Transport Committee made no observations on the application.”*

**Local Members:**

No comments received.

**Neighbours:**

No comments received.

## PLANNING POLICY

**National Planning Policy Framework**  
**National Design Guide**  
**National Planning Practice Guidance**

### **Core Strategy (CS)**

CP1 – Sustainable Development  
CP3 – General Principles for Development  
CP4 – Infrastructure Requirements  
CP6 – Managing Travel Demand  
CP7 – Biodiversity  
CP9 – Scale and Location of Development Proposals  
CP15 – Employment Development

### **MDD 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  
TB04 – Development in vicinity of Atomic Weapons Establishment (AWE), Burghfield  
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 2012  
Central and Eastern Berkshire Joint Minerals and Waste Plan (adopted 19 January 2023)  
Climate Change Interim Policy Position Statement December 2022  
Living Streets: a Highways Guide for Developers in Wokingham (2019)  
Sustainable Design and Construction Supplementary Planning Document (2010)  
Wokingham SuDS Strategy (January 2017)

## PLANNING ISSUES

### **Proposal Description**

1. This is a full application for the erection of a sound stage building at 810 Building, Eskdale Road within Winnersh Triangle Business Park, following demolition of the

existing buildings. The proposal would also incorporate access, parking, landscaping and associated works.

2. The site is located south and east 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 (new Use Class E) and the application is brought forward as the next phase of the Winnersh Film Studios scheme – part of the applicant’s aspirations to create a new “creative quarter” at Winnersh Triangle Business Park.
3. The site at 810 Building currently comprises single storey warehouse buildings, which are intended to be demolished before the proposed sound stage building can be constructed. The existing building comprises three units (C1, C2 and C3) which are single storey traditional warehouse units with a steel portal frame supporting profiled steel elevations and flat panels, together with an insulated asbestos cement corrugated roof. These units have a footprint of approximately 4,600m<sup>2</sup> are currently occupied by Stage Fifty who use these units for various production and storage purposes in relation to film production activities. Whilst the proposal description includes demolition of the existing structures, it is noted that the scheme benefits from Prior Approval for demolition granted in February 2021 (210302). Notwithstanding, the current application has been assessed inclusive of considerations relating to demolition of existing buildings.

### **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.

### Local Plan Update

5. The Revised Growth Strategy, consulted in 2021/2022, did not propose the application site as an allocation for the Council’s growth strategy. The Local Plan Update is currently at a consultative stage, which is a fairly early stage of preparation, and as such, it 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 of the proposes to retain the designation of 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.

### Employment Land

6. 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 majority of employment growth would occur in the



borough. Core Strategy Policy CP15 seeks to ensure that that business, industry or warehouse uses falling within B1, B2 or B8 Use Classes (now superseded) are concentrated within Core Employment Areas. 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) supported by Core Strategy Policy CP15. The proposed use, that falls within the range of uses covered by class E, would generate employment opportunities in a location allocated for employment uses.

7. The Employment Land Needs Study (2020), which supported the Draft Plan, identified a shortfall of around 5ha of land to balance the demand and supply of industrial floorspace in the borough for the period to 2036. By virtue of offering a provision and intensification of employment uses (circa gross 4,522m<sup>2</sup> of floorspace of Use Class E(g)(iii)), the proposal would assist in meeting some of the identified need for industrial floorspace within the borough.
8. The new Use Class E comprises other uses, for example indoor sport, recreation or day care. Under s.55(2)(f) of the Town and Country Planning Act 1990 (as amended), the change to other use within the same class does not constitute development. Therefore, under the revised use class system, planning permission would not be required for a change of use from that currently proposed to another one, within the same use class. Whilst the application site is considered suitable for various uses falling within Use Class E, it is recognised that the broad range of uses falling within the Use Class E may not be compatible with the designation of the area as Core Employment Area (for example creche, indoor gym area) and could lead to erosion of uses which provide for creation or intensification of employment. The assessment of the proposal is based on the proposed use as film production studio, and the resulting requirements, including parking requirements, traffic impact and Employment Skills Plan, are based on the details as submitted for this current proposal. Therefore, it is proposed to restrict the permitted uses to the Use Class E(g)(iii) as film making studio. Condition 3 refers.

### Sustainability of Location

9. 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.
10. Due to the site's location within the 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. Therefore, the site lies in a highly sustainable location and raises no concerns on grounds of sustainability of location.

### **Need for Facility/Economic Benefits**

11. The growing demand for film production space has been recognised by the Government in the National Planning Practice Guidance: Housing and Economic Needs Assessment. 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*”.
12. As such, it is recognised that the proposal would contribute towards the economic growth both at 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 paragraph.
13. Moreover, the proposal would provide further economic benefits in terms of job creation. The applicant anticipates that the proposal would generate approximately between 60 and 80 jobs per day during construction phase and up to 250 jobs operationally on shoot days.

## **Character of the Area**

14. 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.
15. In response to the Government’s changing agenda, the NPPF has been updated to make high quality design a paramount in the decision-making process. The proposals should also have regard to the National Design Guide principles, which contribute towards the cross-cutting themes for good design set out in the NPPF. Moreover, 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).

16. The site is located within Winnersh Triangle Business Park (“the Business Park”) which comprises a range of spaces, including high-quality and visually prominent office buildings located to the east, north and west of the application site. Parts of the Business Park have undergone or are currently undergoing refurbishment or redevelopment, such as 800 Series to the east of the application site (193285, completed) or Buildings 210, 220 and 230 (part of 200 Series, completed) along Wharfdale 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 that influence the surroundings of the application site, such as office, light industrial and business. Buildings located in close proximity to the application site 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 east and north-east 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.

#### Hotel

17. To the south-west of the application site is located a hotel (Crowne Plaza) which is 7 storey height above a single storey podium element. It comprises off-white render elevations, light cladding and dark render along the top storey element. It measures approximately 28m in height and is set back from Eskdale Road by approximately between 7.5m (by the roundabout with Wharfdale Road) to 12.5m (by the amenity hub).

#### 1000, 1010, 1020 & 1030 Series

18. To the west of the application site there is a cluster of three prominent office buildings and an amenity hub. The building closest to the application site is the amenity hub (Building 1000) with its rear elevation comprising dark cladding and glazed section fronting onto Eskdale Road; it measures approximately 12.5m. Further east and north of the amenity hub are multi-storey office buildings which measure approximately up to 23m in height, including underground car parking. They have modern appearance with fully glazed elevations, projecting louvres and shading elements, which together provide vertical emphasis and help break up the bulk and massing of these buildings.
19. This section of the Business Park incorporates high quality open space which makes provision for amenity space for the users of the Business Park. It represents a focal point within this section of the Business Park and provides a destination to the existing pedestrian route along Eskdale Road, which reflects the green character of the public realm within the Business Park.

#### 1040 Series

20. To the north-west of the application site is located plot referred to as 1040 Series site which currently accommodates Workshops 4-8 approved as part of the temporary permission (214183). The workshops have aluminium A-frame construction, with light grey metal elevations and white tensile fabric roof and measure 7.45m in pitch height and 4m in eaves.

### E2 Building

21. To the north of the application site is located E2 Building ("Manhattan" building) which 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.

### 1100 Series

22. To the north-east of the application site are located recently constructed two sound stage buildings and four workshops, which were granted temporary planning permission (214183). The workshops have aluminium A-frame construction, with light grey metal elevations and white tensile fabric roof. They measure approximately 7.5m to the roof pitch and 4.2m to the eaves. The building comprising two sound stages measures approximately 20m to the pitch of the roof and approximately 15m to the eaves and is set back from Eskdale Road by approximately 15.5m. The elevations of the building comprise grey metal horizontal panels mounted on light grey aluminium A-shaped frame.

### 820 Series

23. To the east of the application site is located a recently-constructed/refurbished group of buildings comprising a mix of business, storage and distribution uses (193285). The constructed buildings are approximately up to 9m high (11m including roof plant), with front elevations facing Eskdale Road being approximately 62m wide and set back from the highway by approximately 13.5m. The elevations comprise red brick and glazing to office areas and metal cladding across warehouse and distribution elevations. The building has modern appearance with a wide, landscaped frontage, which enhances the visual attractiveness of the Business Park. These buildings are intended to form part of the Winnersh Film Studios project.

### Building B

24. To the south the application site adjoins a two storey office/warehouse building which measures approximately 9m in height. Its main elevation fronting Eskdale Road is set back by approximately 29m with parking incorporating majority of the set-back area, along with strip of landscaping abutting the footway. The building elevations comprise red brick, glazing and dark cladding to the top section.

25. 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. 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

26. The proposed building would be broadly rectangular in shape (approximately 72.5m by 65m) with north-east corner chamfered given the extent of cable easement height restriction zone. Attached to the building along its eastern elevation would be an amenity block and controlled access lobbies which would protrude beyond the main elevations of the building. The height of the building would be approximately 18m (at the highest point of gantry), although the height of elevations experienced from the street scene would be approximately 16.6m (to the parapet level).

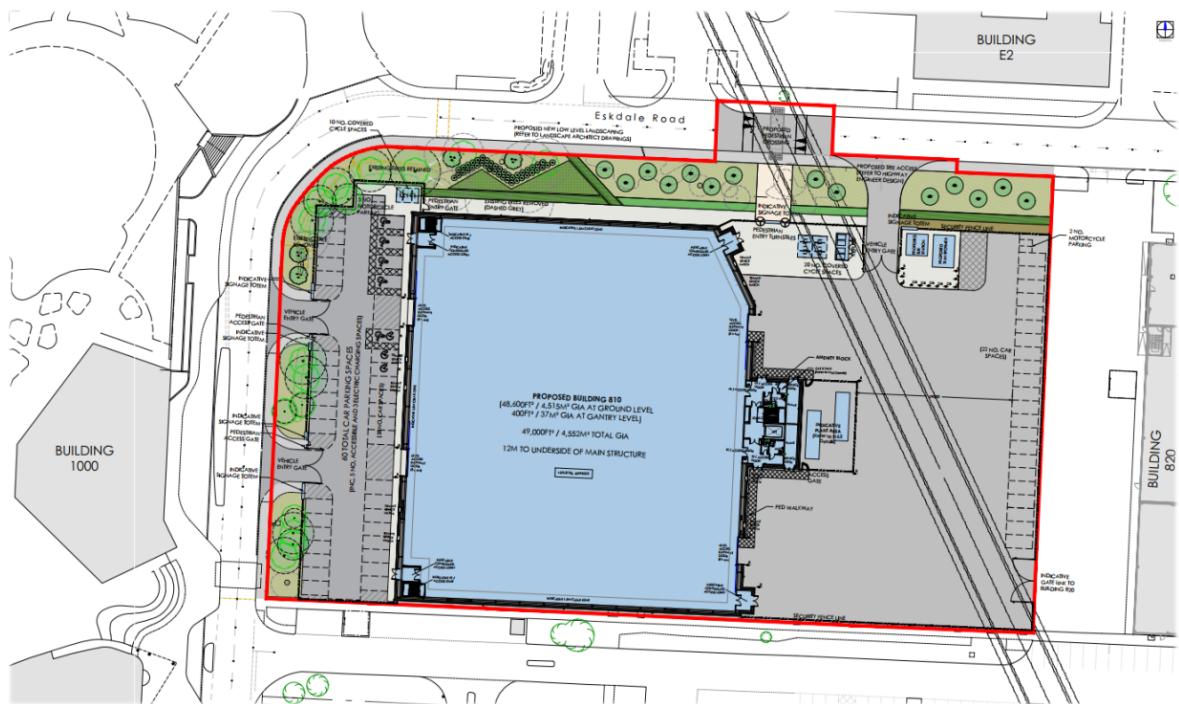


Figure 1: Proposed Site Layout

27. The elevations facing Eskdale Road to the north would be approximately 8m taller than elevations of the building at 820 Series to the east, although this does not raise overbearing concerns given the separation gap of approximately 72m between both buildings. The positioning of the building some 14m from the highway would respect the building line established along the southern side of Eskdale Road. Moreover, the width of the front elevation of the proposed building along this section of Eskdale Road (57 to the chamfered corner and 65m at full width) would broadly reflect the width of the neighbouring 820 building (62m) and allow generous space for soft landscaping and a footway. The area between two buildings would be incorporate space for parking and manoeuvring, as well as area for plant and refuse storage. The inner court area of the site would be screened off from public realm by security fence, details of which would be secured by condition (Condition 15 refers).

28. The set-back from Eskdale Road to the west would be approximately 27m and the distance to the amenity block on the opposite site of the road would be some 43.5m, therefore the 4m difference in height between these two buildings does not raise overbearing concerns. The proposal would retain a landscaping strip along this extent of Eskdale Road along with two vehicular access points. Majority of the set-back from highway would provide space for vehicular parking and this section of

the site would be screened off from public realm by security fence and a strip of landscaping, details of which would be secured by conditions (Conditions 15 and refer).

29. The proposed building would be set slightly forward of the main elevation of building B to the south (by approximately 2m). Whilst the proposed building would be approximately 7m taller than B Building, the separation distance at the narrowest section would be approximately 20.5m, increasing to approximately 47.5m to its main front elevation, which does not raise concerns in terms of visual overbearing impact.

#### *Materials/finishes*

30. Due to its footprint and dimensions, the proposal introduces significant bulk and massing into this section of the Business Park. Given the nature of the proposed use, no glazing is proposed within elevations. Figures 2 and 3 below show visualisations of the elevations of the proposed building.



*Figure 2: south-west elevations of the proposed building*



*Figure 3: north-east elevations of the proposed building*

31. The proposed façades opposite the amenity hub would incorporate four bands of cladding with dark grey section to the bottom and light/holden three sections above.

The remaining elevations would be predominantly grey. All sections would incorporate high quality materials comprising vertically laid cladding with protruding fin elements that reflect both horizontal and vertical emphasis found in the external appearance of buildings within the Business Park. This is considered to provide a good design response that would ensure the building would read well in the context of the wider area. The details of the proposed materials would be secured by condition (Condition 14 refers).

## **Access and Movement**

32. 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

33. The site is currently accessed from the access points: two to the west and one to the north. All access points are proposed to be retained whilst the access to the north would be widened to facilitate HGV movement. Details relating to visibility splays of the access to be widened are proposed to be secured by condition (Condition 10 refers). It is proposed that new pedestrian footway is crated to connect parking area to the west with the main pedestrian access to the north and tie in with the footway constructed as part of works at 820 Building site. The application would also provide separate access gates into the site for pedestrians and cyclists. A new pedestrian crossing across Eskdale Road, between the application site and E2 Building to the north, is also proposed under this application. This is considered to provide improvement in terms of offering safe pedestrian routes within the wider area, in particular given the likelihood of increased pedestrian activity between sites on both sides of Eskdale Road. The WBC Highways Officer has reviewed the proposal and raised no objections in this respect and commented that the works relating to the installation of the pedestrian crossing will need to be delivered through an appropriate highways agreement.
34. The applicant submitted a Framework Delivery and Servicing Plan to demonstrate safe access and manoeuvring of delivery and servicing vehicles. The WBC Highways Officer has reviewed the proposal and raised no objections in this respect. The required Delivery and Servicing Strategy is proposed to be secured by condition (Condition 6 refers).

## Traffic Impact

35. 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.

36. 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 (210387) and temporary permission for land at 1040 and 1100 Series (214183) applications. The proposal would result in 22 two-way movements in the morning peak and 21 two-way movements in the afternoon peak, which is a reduction when compared with the current use. Moreover, it is recognised that, due to the nature of filming operations, the transport movements would generally occur outside of peak hours. WBC Highways Officer has reviewed the information submitted and considered that the proposal would not have an adverse impact on the wider highway network.

#### Construction/Demolition

37. 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. Detailed Construction and Demolition Method Statement would be secured by condition (Condition 5 refers).

#### Car Parking

38. 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. The design considerations relating to parking can be found under paragraphs 27 and 28 of this report.

39. It is proposed that there would be 60 vehicle parking spaces, which is in line with requirements derived from the methodology approved for Shinfield Studios application (210387) for the use in connection with film making and production activities. The proposed use would generate much lower parking requirements than other uses within the former class B1 use, therefore, the permitted use is controlled through condition (Condition 3 refers). 55 car parking spaces would measure 5m x 2.5m and 5 car parking spaces would be delivered as accessible spaces, in line with borough requirements. This development will have no detrimental impact on the parking arrangement across the wider Business Park.

40. The applicant submitted a Framework Car Parking Management Plan which has been reviewed by the WBC Highways Officer and raised no objections. The provision of the proposed level of parking and parking management plan would be secured by conditions (Conditions 7 and 12 refer).

41. In addition, the applicant submitted a Framework Travel Plan to demonstrate mode shift targets and action plan to achieve it, 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 11 refers).

#### Electric Vehicle Charging (“EVC”)



42. The applicant proposes to provide 3 active and 10 passive EVC spaces, which exceeds the Building Regulations requirements. The details and management of EVC spaces, and details of how passive spaces would be brought into operation are proposed to be secured by conditions (Conditions 8 and 12 refer).

### Cycle and Motorcycle Parking

43. The applicant proposes to provide 30 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 9 refers).

44. The scheme proposes to provide 5 motorcycle parking spaces, which meets Council's standards. The provision of motorcycle parking spaces would be secured by condition (Condition 7 refers).

### **Landscape and Trees**

45. 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.

46. MDD LP Policy TB21 *Landscape Character*, amplified by the Borough Design Guide SPD, require proposals to respond positively to the local landscape context, retaining or enhancing features that contribute to the landscape including topography, natural features 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.

47. The character of the area and the landscape setting have been outlined at paragraphs 14 to 30 of this report, including the assessment of the proposal in this context, including the requirement to submit details relating to security fencing to be secured by condition (Condition 15 refers). Therefore, the following paragraphs focus on assessing the impact on the existing landscaping within and adjacent to the site.

48. In order to accommodate the proposed erection of Stage 3, 21 trees are proposed to be removed – these trees are a mix of sizes and conditions as follows:

Category	Number of trees
U (unsuitable for retention)	4 (2 already removed due to dead tops)
C (low quality)	5
B/C (low to moderate quality)	6
B (moderate quality)	6

49. Although none of the proposed trees would be of high value and quality, the existing trees provide a vegetative screen along the northern boundary of the site. The trees to be removed would be replaced by 20 trees (including two multi-stem species) along with further 37 birch trees of narrow stems arranged into a linear feature along the northern boundary of the site. The proposal would also incorporate high formal shrub and hedge planting in this area that would replicate the landscaping

scheme present at the neighbouring site of 820 Building. The WBC Trees & Landscape Officer has reviewed the proposal and, as a result of the applicant addressing their requirements raised during the process of this application, recommended approval subject to planting scheme and appropriate maintenance regime being secured through condition (Conditions 15 and 17 refer).

## Ecology

50. 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.

### Designated Sites

51. The application site lies 1.3km south-west of the Lodge Wood and Sandford Mill Site of Special Scientific Interest, within the 2km impact zone. It also lies south of Lavells Lake Local Nature Reserve, Loddon River Local Wildlife Site and Dinton Pastures Country Park Local Wildlife Site (approximately 200m). However, given the alignment of the A329(M) corridor to the northern boundary of the Business Park and the nature of the proposal, it is not considered that the proposal is like to adversely impact on the designated sites.

### Protected Species

52. The application site has been identified in WBC database as containing habitat which matches bat roosts already discovered in the borough. The applicant has submitted a Preliminary Bat Survey which concluded that the existing buildings offer negligible potential suitability for roosting bats and the surrounding trees had no potential bat roosting features and offered very limited value as a potential foraging resource for bats. WBC Ecology Officer has reviewed the proposal and raised no concerns over these findings. A condition is proposed which would ensure that any proposed external lighting scheme is acceptable in terms of the potential light spill and would not result in adverse impact on protected species (Condition 23 refers).

### Biodiversity Net Gain

53. It is appropriate under local plan Policy TB23 and NPPF paragraph 174 for the Local Planning Authority to seek a biodiversity net gain and ecological enhancements in the course of development. The application is supported by a Biodiversity Net Gain Design Stage Report ("the BNG Report"), which applies Natural England's biodiversity metric 4.0 to assess the proposed habitat change on site. The BNG Report identifies that there would be a total gain of 19.86% of habitat and 100% gain of hedgerow (i.e. 0.19 and 0.32 units respectively), which would exceed the current aspirations to secure 10% biodiversity net gain. The WBC Ecology Officer has reviewed the BNG Report raised no objections, subject to the appropriate level of ecological enhancements, including biodiversity net gain, being secured through conditions (Condition 16 refers).

## **Flooding and Drainage**

### Flood Risk

54. 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 and allowance for climate change: 40% surface water (pluvial) flooding and 70% for fluvial flooding. Core Strategy Policy CP3 *General Principles for Development* requires that proposals do not have detrimental impact upon watercourses.
55. 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 and concludes that the proposal would not lead to an increase in flood risk elsewhere. Environment Agency has not been consulted on the proposal as the proposal does not meet criteria set out within their standing advice. 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 20 refers).

### Sustainable Drainage

56. Core Strategy Policy CP1 *Sustainable Development* and MDD LP Policy CC10 *Sustainable Drainage* require incorporation of SuDS. The proposals for brownfield sites are required to reduce runoff rates and volumes as near to greenfield values as practicably possible. The proposals also need to make provision for the future maintenance of SuDS and not result in adverse impacts on public sewerage network.
57. The applicant submitted a Drainage Strategy as part of the application. It is proposed that permeable paving and underground storage tanks are incorporated as part of the SuDS scheme. Whilst it was not possible to restrict the volume of runoff to that of greenfield, this is considered acceptable given the brownfield nature of the site. Notwithstanding, the surface water discharge rate from the site will match the greenfield runoff rate and each of the two proposed outfalls will be restricted to discharge at 2 l/s. This will be achieved through incorporation of storage below ground within the voids of subbase of permeable paving and underground attenuation storage crates. This would also ensure that appropriate capacity exceeding that needed in the critical 1 in 100 years storm event +40% climate change allowance exists. The WBC Flood and Drainage Officer has reviewed the proposal and raised no objections to the proposed scheme, subject to conditions including measures required to provide betterment in terms of water quality (Conditions 21 and 22 refer).
58. 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 22 refers).

## Environmental Health & Neighbour Amenities

59. Core Strategy Policy CP1 *Sustainable Development* seeks to avoid development in areas where noise may impact on the amenity of residential uses. MDD LP Policy CC06 *Noise* reinforces this, requiring proposals to demonstrate how noise impacts on sensitive receptors (both existing and proposed) have been addressed.
60. The application lies within Business Park and is sited approximately 270m away from the nearest dwelling along Verbena Close and approximately 60m away from Crowne Plaza hotel.
61. The applicant submitted Environmental Noise Survey as part of the proposals, which identified various noise-sensitive receptors, including the commercial B Building to the south and Crowne Plaza Hotel to south-west. The noise emission from the proposal (including servicing) is proposed to be restricted to 35dB during day time and 30dB during night for Crown Plaza hotel and 50 dB for the B Building, which is either below or equal to typical ambient noise levels. Due to their operational requirements, sound stages were designed provide high levels of noise reduction. Notwithstanding, 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 raised no concerns on environmental health grounds, both during the construction and operational stages of the scheme.

## Sustainable Design/Construction

62. 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.
63. Policy CC04 of the MDD LP *Sustainable Design and Construction* and the Sustainable Design and Construction SPD require that all new non-residential proposals of more than 100m<sup>2</sup> gross non-residential floorspace shall achieve at least the necessary BREEAM requirements or national equivalent. The interpretation to this policy, in light of the changes to Building Regulations, has been clarified in the WBC's Climate Change Interim Policy Statement (December 2022, "the CCIPS").
64. The Interim Future Buildings Standard, which came into force on 15 June 2022, requires that new non-residential buildings achieve a 27% reduction in carbon emissions to secure compliance with Building Regulations. The appropriate BREEAM rating required under Policy CC04 of MDD LP is one that reflects the levels of reduction in carbon emissions stipulated in the Future Buildings Standard (i.e. the 27% reduction). The corresponding BREEAM rating, which seeks requires this minimum level of reduction in carbon emissions, is BREEAM 'Excellent' rating. Therefore, the proposal needs to demonstrate that it will achieve the BREEAM rating 'Excellent' or higher. This interpretation to Policy CC04 is further supported by the CCIPS adopted by the Council in December 2022.

65. Policy CC05 of the MDD LP *Renewable Energy and Decentralised Energy Networks* requires that proposals for non-residential development that would create new floor area over 1,000m<sup>2</sup> will need to achieve an additional 10% reduction in carbon emissions over the levels required under Building Regulations.
66. The proposed scheme exceeds the 1,000m<sup>2</sup> gross floorspace threshold 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 Building Regulations and it would need to achieve BREEAM rating of 'excellent'.
67. The applicant submitted an Energy and Sustainability Statement and a BREEAM pre-assessment report which has been carried out independently by a qualified BREEAM assessor. The pre-assessment report confirms that the baseline rating of 73.32% can be achieved as a minimum, which is equivalent to a BREEAM 'excellent' rating, with the potential rating possible to achieve being 77.47%. In order to achieve necessary carbon emissions, the proposal would incorporate photovoltaic panels and air source heat pumps. The proposal has been reviewed by the WBC Sustainability Officer who raised no concerns, subject to conditions (Condition 24 refers).

### **Employment Skills**

68. 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.
69. The proposed scheme amounts to major development given the gross increase in floorspace exceeding 1,000m<sup>2</sup> threshold. Therefore, based on the gross internal floorspace, the scheme is required to provide five opportunities for community skills support, two apprenticeships and two 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 employments 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)**

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

<b>The Public Sector Equality Duty (Equality Act 2010)</b>
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<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</i>
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*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.*

## APPENDIX 1 - Conditions and Informatives

APPROVAL subject to the following conditions and informatives:

### Conditions and Reasons

#### Timescale

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

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

#### Approved Drawings

2. 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	Rev
Proposed Elevations Sheet 1 of 2	17922-THP-UNIT-EL-DR-A-(P)124	P04
Proposed Elevations Sheet 2 of 2	17922-THP-UNIT-EL-DR-A-(P)125	P04
Proposed Gantry Plan	1792-THP-UNIT-01-DR-A-(P)121	P04
Proposed Ground Floor Plan	17922-THP-UNIT-00-DR-A-(P)120	P04
Proposed Roof Plan	17922-THP-UNIT-R1-DR-A-(P)122	P04
Proposed Site Plan	17922-THP-SITE-XX-DR-A-112	P10
Transport Statement	FRWI10 2207015	V1.2

*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.*

#### Permitted Use

3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any other statutory instrument revoking and re-enacting that Order with or without modification) and of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any other statutory instrument revoking and re-enacting that Order with or without modification), the development hereby approved shall not be used for any other purpose other than in connection with the production of media and filming activities, without express planning consent from the Local Planning Authority first being obtained.

*Reason: In the interest of proper planning, employment and economy, and to avoid adverse impact on the public highway in the interests of highway safety.*  
*Relevant Policy: Core Strategy Policies CP3, CP6 and CP15, and Managing Development Delivery Local Plan Policies CC07, TB11 and TB12.*

#### **Additional Floorspace**

4. No additional floorspace, including mezzanine floors, shall be constructed within the building/s hereby approved without prior written permission of the local planning authority.

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

*Relevant policy: Core Strategy Policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan Policy CC07.*

#### **Construction and Demolition Method Statement**

5. The construction of development hereby permitted (including demolition) shall adhere to the approved Construction Method Statement Rev v1.1 dated 18 August 2023 prepared by Motion throughout the period of demolition and construction. The Construction Method Statement shall be reviewed and updated if necessary on an ongoing basis, and shall include the following:
- i) The proposed demolition and 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 demolition and construction traffic;
  - iv) the hours of demolition and 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, including removal of contaminants (asbestos);
  - 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 waste, including waste recycling where possible;
  - xi) Risk Assessments and Method Statements for the works; and
  - xii) contact details of personnel responsible for the demolition and 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 Servicing Strategy**

6. The development hereby permitted shall be carried out in accordance with the Delivery and Servicing Strategy Rev v1.0 dated 28 June 2023 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**

7. 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**

8. Prior to commencement of development hereby approved (excluding demolition), full details of electric vehicle charging points shown in the approved drawing Electric Vehicle Charging Plan 2207015-04 Rev – prepared by Motion 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 before the development hereby approved is first brought into use 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**

9. 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 before the development hereby approved is first brought into use and shall 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**

10. The proposed vehicular access shall be formed and provided with visibility splays as shown on drawings Visibility Splays at Site Parking 2207015-01 Rev B and Visibility Splays at Site Servicing Access 2207015-02 Rev B 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**

11. 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 principles of the Framework Travel Plan Rev v1.1 dated 18 August 2023 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**

12. Within three months of the date of this planning permission, a Parking Management Strategy for the management of parking arrangements, in conjunction with any other phases used for the purpose associated with the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The submitted Parking Management Strategy shall be in broad accordance with Car Parking Management Plan Rev v1.1 dated 18 August 2023 prepared by Motion and 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 before the development hereby approved is first brought into use.

*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.*

### **Levels**

13. No development shall take place until a measured survey of the site and a plan prepared to scale of not less than 1:500 showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished roof levels shall be submitted to and approved in writing by the local planning authority, and the approved scheme shall be fully implemented prior to the occupation of the building(s).

*Reason: In order to ensure a satisfactory form of development relative to surrounding buildings and landscape. Relevant policy: Core Strategy policies CP1 and CP3 and Managing Development Delivery Local Plan policy TB21.*

### **Materials**

14. Prior to the above-ground construction of the development hereby approved, samples and details of the materials to be used in the construction of the external surfaces of buildings 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**

15. Prior to the above-ground construction of the development hereby approved, details of all boundary treatments and other means of enclosure (including the entrance and pedestrian turnstiles) shall be submitted to the Local Planning Authority for a written approval. The approved scheme shall be implemented before the development hereby approved is first brought into use 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 and maintained for so long as the development remains on the site.

*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**

16. The development hereby approved shall be carried out in accordance with the approved Landscape General Arrangement drawing number ASA-672-DR-001 Rev P2 and Soft Landscape Plan drawing number ASA-672-DR-401 Rev P2

and specified in an email from Jonathan Rowlatt dated 11th September 2023, unless otherwise first agreed in writing by the Local Planning Authority. Should an application be made to the Local Planning Authority to amend the landscaping scheme hereby approved, any such application shall be accompanied by an updated Biodiversity Net Gain Report, demonstrating how the proposal will achieve 10% of biodiversity net gain on-site, for a written approval by the Local Planning Authority.

All hard and soft landscape works shall be carried out in accordance with the approved details prior to the development 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.*

### **Landscape Management Plan**

17. Prior to the commencement of the development a landscape management plan, including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

*Reason: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved. Relevant policy: Core Strategy Policy CP3 and Managing Development Delivery Local Plan Policies CC03 and TB21*

### **Retention of trees and shrubs**

18. No trees, shrubs or hedges showing as being retained on the approved Tree Removal Proposal ASA-672-SK-801 Rev P3 prepared by ASA Landscape Architects 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*

### **Protection of Trees**

19.

- 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**

20. The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment 3514-EVE-01-XX-RP-C-0001 Rev C prepared by Evolve 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**

21. The development hereby permitted shall be carried out in accordance with the approved Drainage Strategy 3514-EVE-01-XX-RP-C-0002 Rev B prepared by Evolve 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)**

22. Prior to commencement of development hereby approved (excluding demolition), details of the proposed management and maintenance of the sustainable drainage system, including measures to ensure appropriate water quality inclusive of oil/petrol interceptors, 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**

23. No external lighting shall be installed until a report detailing the lighting scheme has been first 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**

- 24.

- (i) Prior to works proceeding beyond the slab level, a Design Stage Assessment for the sound stage building comprised in the development hereby approved, shall be first submitted to and approved in writing by the Local Planning Authority. The Design Stage Certificate shall be prepared by a suitably qualified assessor and shall demonstrate that that the buildings will achieve a minimum BREEAM (or equivalent) rating of 'Excellent'.
- (ii) Within six months of the development hereby approved being first brought into use, a Post-Construction Certificate in respect of the sound stage building comprised within this development shall be submitted to and approved in writing by the Local Planning Authority. The Post-Development Certificate shall be prepared by an accredited assessor and shall demonstrate compliance with BREEAM rating of 'Excellent' as a minimum.

*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
- Central and Eastern Berkshire Joint Minerals and Waste Plan (adopted 19 January 2023)
- Climate Change Interim Policy Position Statement December 2022
- Living Streets: a Highways Guide for Developers in Wokingham (2019)
- Sustainable Design and Construction Supplementary Planning Document
- 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 – Public Sewers**

- 10) Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to Thames Water website.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

- 11) 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 [trade.effluent@thameswater.co.uk](mailto:trade.effluent@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%7Cplanning.enquiries%40wokingham.gov.uk%7Cddb123ba61a4604e36a08db820922ab%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C638246747975043149%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=SFgEmgUQeouJT%2FvKGGJIKjEJI37CNUehSWjeByt4clyA%3D&reserved=0>.

Please refer to the Wholesale; Business customers; Groundwater discharges section

- 12) There are public sewers crossing or close to the proposed development. If the applicant is planning significant work near Thames Water sewers, it is important that they minimize the risk of damage. Thames Water will need to check that the proposed development does not limit repair or maintenance activities, or inhibit the services they provide in any other way. The applicant is advised to read Thames Water guide working near or diverting our pipes.

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-ourpipes&data=05%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Cddbd123ba61a4604e36a08db820922ab%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C638246747975199796%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=wf78P0d1yAfvI0SOMZLpeTA99BNMbXcYfDQmEJ3lxxc%3D&reserved=0>

### **Thames Water – Mains Water**

- 13) There are water mains crossing or close to the proposed development. Thames Water do NOT permit the building over or construction within 3m of water mains. If the applicant is planning significant works near Thames Water mains (within 3m) Thames Water will need to check that the proposed development does not reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services Thames Water provide in any other way. The applicant is advised to read Thames Water guide working near or diverting our pipes.

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-ourpipes&data=05%7C01%7Cplanning.enquiries%40wokingham.gov.uk%7Cddbd123ba61a4604e36a08db820922ab%7C996ee15c0b3e4a6f8e65120a9a51821a%7C0%7C0%7C638246747975199796%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=wf78P0d1yAfvI0SOMZLpeTA99BNMbXcYfDQmEJ3lxxc%3D&reserved=0>

If the applicant is planning on using mains water for construction purposes, it is important to let Thames Water know before they start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](https://www.thameswater.co.uk/buildingwater).

### **Environment Agency**

- 14) 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.

### **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

PLANNING REF : 231602  
PROPERTY ADDRESS : Winnersh Community Centre  
: New Road, Sindlesham, Wokingham  
: RG41 5DX  
SUBMITTED BY : Winnersh Parish Council  
DATE SUBMITTED : 08/08/2023

### COMMENTS:

Winnersh Parish Council's Planning and Transport Committee made no observations on the application.