



UNION4 PLANNING

Frasers/ Winnersh Midco S.A.R.L

Building 810, Eskdale Road, Winnersh Triangle
Business Park

Demolition of existing buildings and erection
of a replacement building for flexible use
within Class E(g) Class B2, B8 together with
access, parking and landscaping and
associated works

Planning Statement

August 2025



UNION4
PLANNING

Document Control

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1.0 Introduction

- 1.1 Union4 Planning Ltd has been instructed by Frasers/ Winnersh Midco S.A.R.L (“the applicant”) to submit a planning application for the redevelopment of a site within the Winnersh Triangle Business Park to provide a new state of the art commercial Tech Building as part of the estate’s evolving tech quarter.
- 1.2 In January 2024, planning permission (Reference 231602) was granted for the erection of a sound stage building for commercial filming (Class E). This followed the initial resolution to grant permission (subject to a 106 Legal Agreement) at planning committee in October 2023. The proposed operator however went into administration in April 2024, and the new sound stage building will therefore no longer be delivered.
- 1.3 Revised proposals are being brought forward to deliver a replacement commercial building of a similar form, to support the expansion of the ‘tech sector’ within the business park. To maximise the range of potential occupiers it is proposed to secure a flexible use comprising E(g), Class B2, and/or Class B8 floorspace.
- 1.4 The previous scheme was subject of two rounds of pre-application advice. Whilst the new proposals seek a broader commercial use, the impacts and planning considerations remain very comparable. The form of the development comprising a commercial building sitting centrally between a parking and servicing area is akin to the previous approval. The proposed new building has a similar footprint and floor area as the previously approved sound stage and the principal issues relating to the new Tech Building remain as previously assessed. As such, it has been agreed with the LPA that further pre-application engagement is not required prior to submission of this application.
- 1.5 Notwithstanding the overarching similarities, the previous scheme was designed for a specific end user and thus the new proposals need to deliver a building design and operational requirements that would support a wider commercial use.
- 1.6 Winnersh Triangle is a 1.5 million sq ft mixed-use business park situated at Winnersh, near Reading in Berkshire. Owned and operated by Frasers Property UK, it comprises a rich blend of Grade A offices, HQ’s, light industrial and start-up office suites alongside leisure facilities, cafés and a four-star hotel. The park hosts a varied tenant mix from global medical technology groups like Becton Dickinson and Intuitive, to IT and engineering firms such as Virgin Media/O2 and Tepeo. The business park is actively evolving into a technology quarter.
- 1.7 The application site sits alongside growing life-science and healthcare activity, from firms such as Molecular Devices, A. Menarini Diagnostics and a specialist cardiology clinic network, creating a strong tech sector. Additionally, global supply-chain tech firm Manhattan Associates relocated its UK headquarters into the 11,300 sq ft Building E2, attracted by the park’s modern workspace and strong tech environment. Local engineering firm Readypower Rail Services recently relocated its

southern headquarters into the 20,455sqft Building 620, reinforcing the park's appeal to tech-driven industrial services.

- 1.8 Together, these developments show Winnersh Triangle transforming into a vibrant tech quarter, with medtech, training, creative media and post-production, high-tech engineering, data and supply-chain firms all clustering within a landscaped, amenity-rich and well-connected environment, designed to attract growing businesses in the tech sector.
- 1.9 The proposals seek to deliver a new commercial building that will support and strengthen the business park as a location for a wide range of tech businesses.

Summary of Development Proposals and Planning Benefits

- 1.10 In summary the proposals provide the following planning benefits:
- Optimising a previously developed site in a sustainable business park location.
 - Delivery of a commercial building that will support the expansion of the tech sector within the park.
 - Delivery of circa 5,235 sqm of commercial floorspace (Flexible Class E, Class B2 and B8) within the existing business park in accordance with the objectives of the development Plan.
 - Employment generation including jobs, training and apprenticeships for local people.
 - Visual improvements to the site with the delivery of a building of high-quality design and materials in keeping with the surrounding context.
 - Improved landscaping and biodiversity.
 - The delivery of a building with improved energy and sustainability credentials including targeting BREEAM 'Excellent'.
 - The delivery of planning obligations including the delivery of an Employment Skills Plan.

Content of the Planning Application Submission

- 1.11 The planning application documents submitted for approval comprise the following:
- Application form and certificates
 - Application plans and drawings (Including Landscaping)
 - Design & Access Statement prepared by The Harris Partnership
 - Planning Statement prepared by Union4
- 1.12 The application should be considered alongside a range of technical documents and supporting materials as follows:
- Arboricultural Impacts Assessment – prepared by SJ Stevens
 - *BREEAM Industrial New Construction V6.1 Pre-Assessment Report* (29 July 2025) prepared by Hoare Lee

- *Biodiversity Net Gain Assessment* prepared by JW Biodiversity
- *Draft Car Parking Management Plan* prepared by Motion
- *Draft Delivery and Servicing Plan* prepared by Motion
- *Drainage Strategy* prepared by Evolve
- *Energy and Sustainability Statement* prepared by Hoare Lea
- *Environmental Noise Survey* prepared by Hoare Lea
- *Flood Risk Assessment* prepared by Evolve
- *Framework Construction Method Statement*- prepared by Motion
- *Framework Travel Plan* prepared by Motion
- Preliminary Ecological Appraisal (August 2026) prepared by JW Biodiversity
- *Transport Statement* prepared by Motion

1.13 These documents have been scoped with regard to the 'Council's Validation Check List' (July 2020) and agreed through pre-application discussions with the Council.

2.0 Site and Surrounding Area

The Site

- 2.1 The proposed development site ('the Site') is located at Eskdale Road, in a central location within the Winnersh Triangle Business Park, RG41 5TS. The Site comprises an area of approximately 1.23 hectares and is located on the southern and eastern sides of Eskdale Road, which feeds onto Wharfedale Road. The site is located in close proximity to the A329, which provides an efficient connection to the M4 Motorway.
- 2.2 The Site was previously occupied by a warehouse building (Units C1-C3). These building have consent for demolition (in accordance with prior approval for demolition Ref 210302 granted in February 2021). Whilst the proposed development also includes the demolition of these buildings, it is clear that their loss has already been accepted.
- 2.3 Eskdale Road borders the site to the north and west, with prominent landscaping providing separation to the main road. To the east is the newly constructed / refurbished Building 820 and Building 800 lies to the south.

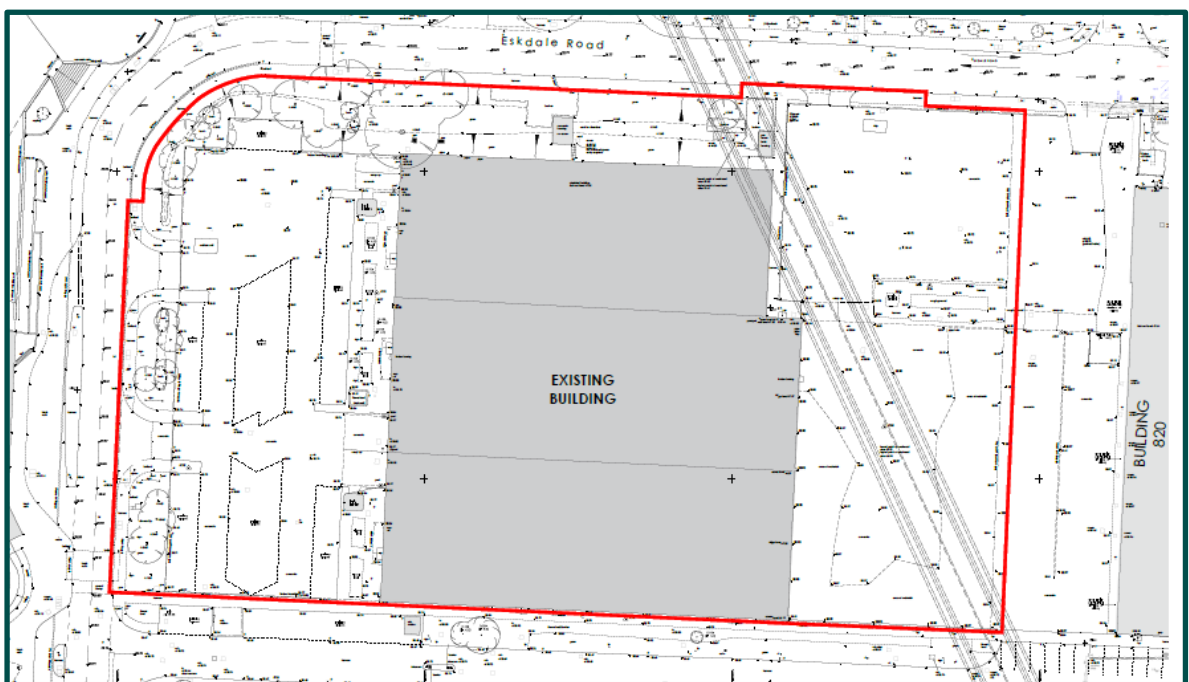
Figure 1: Site location and Context (Aerial View)



Source: Extract from Design Document (The Harris Partnership)

- 2.4 Winnersh Triangle is an established business park located to the southeast of Reading. The business park occupies an area of almost 40 hectares and accommodates a wide range of spaces, including offices, light industrial units, and hospitality.
- 2.5 Constructed in the mid-1980s, Winnersh Triangle Business Park is a large, campus-style development with a diverse built environment both in terms of building sizes and appearance. By virtue of its historic development, it has a varied built form, with clusters of buildings known as 'series'. Each of the series has been designed with its own unique architectural style that allows legibility throughout the park.

Figure 2 Existing Site Plan



Source: Extract from Design Document (The Harris Partnership)

Surrounding Area and Masterplan Vision

- 2.6 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.
- 2.7 The business park comprises a range of spaces and uses including office, light industrial and storage which results in a mix of architectural styles.
- 2.8 To the south-west of the application site sits the Crowne Plaza hotel, a 9-storey building above a single storey podium element. To the west of the application site there is a cluster of three prominent office buildings and an amenity hub. To the north-west of the application site is building

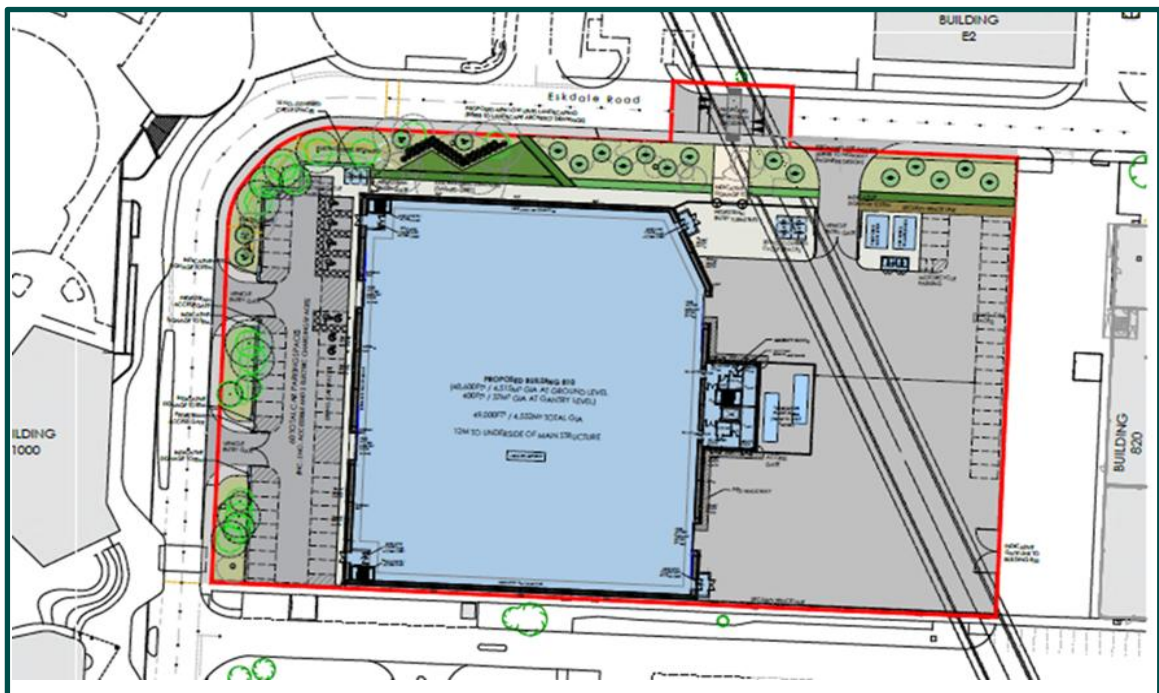
1040. To the north of the application site is Building E2 which comprises two buildings connected via atrium and offers office space. To the north-east of the application site is building 1180. To the east of the application site is the aforementioned building 820, a recently constructed/refurbished building comprising a mix of business, storage and distribution uses (application reference 193285).

Planning History

Application Site

- 2.9 On 31 January 2024 planning permission (Reference 23/1602) was granted 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"*. This followed the initial resolution to grant planning permission (subject to a 106 Legal Agreement) at planning committee in October 2023.

Figure 3: Approved Layout (Planning Permission 23/1602)



Source: Approved Site Plan/ The Harris Partnership

- 2.10 Condition 3 relates to the permitted use. This restricts the use to no other purpose other than in connection with the production of media and filming activities.
- 2.11 This restriction was not related to any resistance in policy terms to a wider commercial use of the building. At the time the application was specific to the sound studio and thus the supporting evidence only related to this specific use with Class E.
- 2.12 As shown at Figure 3, the approved building is slightly rectangular in shape (approximately 72.5m by 65m) with the north-east corner chamfered given the extent of the cable easement height

restriction zone in this part of the site. The height of the building approved is approximately 18m (at the highest point of gantry), although the height of elevations experienced from street level would be approximately 16.6m (to parapet).

- 2.13 The Officers Report supported the form and massing of the building explaining that:

"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 (57m 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" (para 27).

- 2.14 On 23 February 2021 an application for prior approval (Ref 210302) was granted for the demolition of the existing steel-framed warehouse at the site. The reason for the demolition was cited in the planning statement as follows: *"The demolition of Units C1, C2 and C3 at Block C removes an unsuitable building from a key area of the Business Park and will support the wider re-master planning of the Park in the long term".*

1040 And 1100 Series (Eskdale Road)

- 2.15 To the north- west of the application site are the buildings 1100. The 1100 buildings comprise two sound stage buildings and four workshops. The former 1040 temporary workshop buildings were removed earlier this year.
- 2.16 On 14 September 2022 planning permission (Reference 214183) was granted 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)".*
- 2.17 On 12 January 2024 planning permission (Reference 222366) was granted 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)".*

Unit C5-C8, 820 Series Building Eskdale Road

- 2.18 To the east of the application site is located a recently constructed/refurbished building comprising a mix of business, storage and distribution uses.
- 2.19 On 12 February 2020 planning permission (Reference 193285) was granted for the *"proposed change of use from warehouse (Use Class B8) to mixed Use Class B1 and B8 following part demolition of existing building (part of units C5-C8), including erection of a rooftop extension to create internal plant rooms, external alterations including new cladding and external plant areas, changes to fenestration, modification of existing landscaping and parking layout and creation of new parking"*.

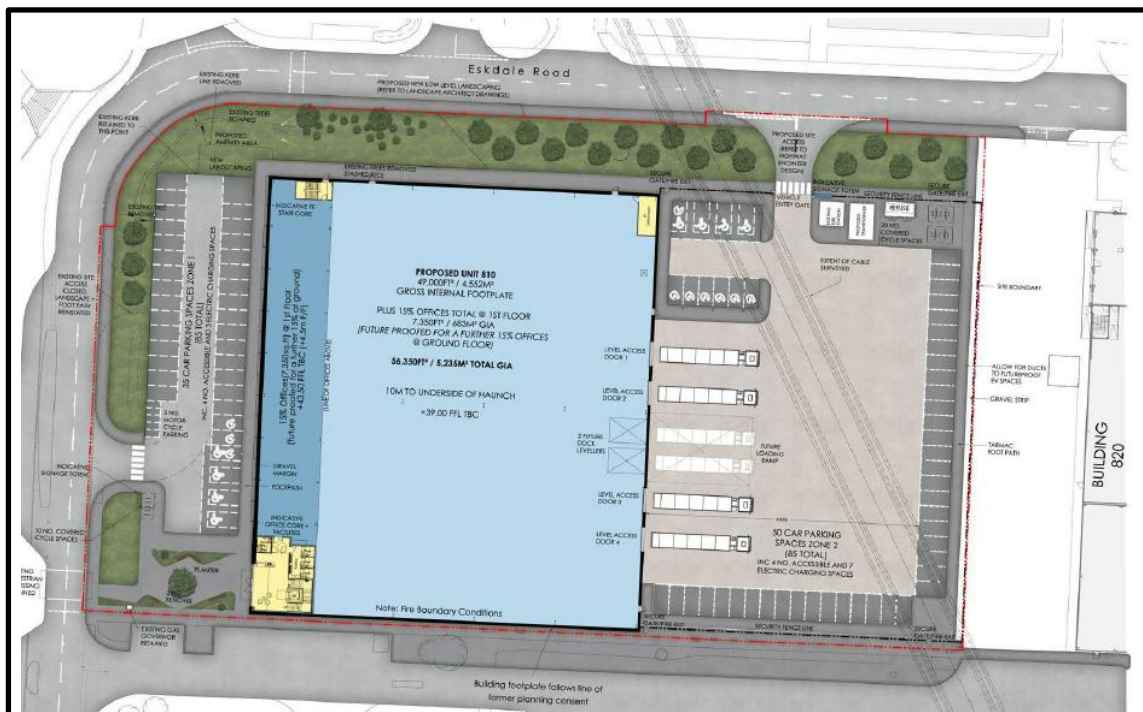
3.0 Proposed Development

- 3.1 The proposed development comprises clearance of the existing buildings from the site and the construction of a new commercial building for flexible use. Planning permission is sought for:

"demolition of existing buildings and erection of a replacement building for flexible use within use classes E(g), B2 and/or B8, together with access, parking, landscaping and associated works.

- 3.2 The proposed building has a gross internal area (GIA) of 5,235 sqm, comprising the main ground floor space (4,552 GIA) and a small mezzanine at the western side 683(GIA).

Figure 4: Proposed Site Layout



Source: Extract from Proposed Site Plan. The Harris Partnership

Proposed Use

- 3.3 Whilst a flexible use within use classes E(g), B2 and/or B8 is sought across the building, the design and form of the western extent of the building, including the main entrance, fenestration and mezzanine, lends itself to occupation by the office element, with the remainder of the space suitable for either class E(g), and/or B2 and/or B8 uses. The submitted layout plans show the first floor (amounting to 15% of the floorspace) in office use, with the potential for a further 15% of the floorspace, comprising the area beneath the first floor, to be identified as office space, but this will of course be informed by the operational requirements of the future tenants.

Site Layout

- 3.4 The proposed site layout is informed by the existing site parameters, and access points. The building is generally square in shape and positioned marginally west of the centre of the site allowing sufficient clearance for the overhead power lines, avoiding the Cable Easement Height Restriction Zone.
- 3.5 This positioning retains sufficient space to the western side of the site to provide a defined entrance to the building with landscaping and seating area, together with visitor and staff car parking and also facilitating a suitably sized service yard to the east that would meet the operational requirements of B2 and B8 occupiers.
- 3.6 The building is oriented with its primary office frontage facing west towards Building 1000 and other neighbouring office buildings. The service area is positioned to the east, adjacent to the newly constructed Building 820. This arrangement responds coherently to the site's prominent corner location within the park, ensuring active frontages and enhanced landscaped views along the streetscape.
- 3.7 The built form is stepped away from the northern boundary, maintaining the existing built footprint and the building line of the adjacent new building to the east (Building 820).

Build Form and Design

- 3.8 The nature of the intended use as a tech building requires a clear internal height to structure of 10m to meet industry standards, allowing for potentially two floors of integral office space located at ground and first floor.
- 3.9 There are a mix of architectural styles across the business park, using both horizontal and vertical detail. The recently constructed Building 820 uses horizontal and vertical cladding and across the business park design incorporates verticality with the use of cladding and glazing with horizontal elements such as floor levels and solar shading. The proposed building draws reference to these existing façade treatments.
- 3.10 The western elevation is the most prominent in views within the business park and forms the principal elevation, featuring the main entrance and glazed elements. As shown at Figure 5, this elevation uses a combination of more enhanced cladding systems with a brushed aluminium cladding in contrasting directions to the main entrance areas. The offices have large ribbon windows to the full elevation and include full height vertical louvres ground to first, in a rhythm matching the cladding set out. This bears relationship to the character of the office buildings opposite.
- 3.11 The overall form is softened by the surrounding landscaping and existing bunding on the northwest corner, is retained and enhanced. In addition, as set out below, the closure of one of the existing

vehicular access points enables the extension of the soft landscaping at the western frontage of the building, improving screening and further softening the views of the building.

- 3.12 Disabled parking spaces are provided close to the entrance of the unit and level access thresholds are provided into the buildings. The unit will be designed to be fully DDA compliant in terms of internal facilities

Figure 5: Principal Western Elevation



Source: Harris Partnership Extract from CGI

- 3.13 The other elevations, whilst attractive and utilising high quality materials, are deliberately simpler in design, more in-keeping with buildings recently approved and elsewhere within the park. The service yard elevation is without the fins, to signify it's use as a service area as well as responding to the simplicity of the Building 820 façade opposite.

Access and Parking

- 3.14 The Site has three existing dedicated vehicular access points from Eskdale Road, two to the west and one to the north. As part of the site redevelopment, it is proposed to retain two of these and close off the northern-most car park entrance on the western side of the site.
- 3.15 The scheme will therefore provide one vehicular access to the west of the Building 810 site, serving the main staff/visitor car park and building entrance. The vehicular access onto Eskdale Road from the north is the service access with the capacity accommodate vehicles of up to 16.5m long. This northern service access will be provided with a security gate.
- 3.16 Eskdale Road has a 30 miles per hour speed limit along its course, therefore visibility splays of 2.4 by 43 metres are required and have been confirmed. Tracking has also been provided

demonstrating that all parking spaces and site accesses can be used safely without impact on the highway network or road safety.

- 3.17 The proposals include a total of 85 dedicated parking spaces for cars and 5 spaces for motorcycles. Of these 85 car spaces, 8 will be accessible spaces and 10 will be provided with active EV charging points.
- 3.18 There will be a total of 30 cycle parking spaces provided in the form of Sheffield stands within covered enclosures, at two separate locations. 10 spaces will be located close to the main building entrance, with the other 20 being provided in the service yard. This is in excess of Wokingham cycle parking standards which require a total of 23 cycle parking spaces for a development of this size. All 30 of the cycle parking spaces will be secured and sheltered.

Servicing and Deliveries

- 3.19 To the east of the proposed building is the main service area. Deliveries and servicing operations for the proposed commercial use will take place within the enclosed service yard and off the road network and all service vehicles will access the application site from the northern access point off Eskdale Road four level access doors will provide service access into the unit.
- 3.20 The proposed development will be provided with a dedicated refuse storage area to store 1,100 litre Eurobins for both general and recyclable waste. Refuse will be collected on the dedicated collection day by the appointed waste contractor, with refuse vehicles turning within the service yard.

Landscaping and amenity space

- 3.21 The proposed landscape scheme has been developed in accordance with the site wide strategic landscape masterplan to ensure that it is not only legible on a standalone basis but also harmonises with its surrounding context. It also factors in the requirements of BNG.
- 3.22 Eskdale Road is a tree line boulevard, with footpaths and amenity landscaping on both sides of the road. The existing landscape buffer and embankment wrap around the northern and western boundaries of the building, providing clear separation between it and Eskdale Road. As above, the removal of one of the car park access points along the western elevation allows for a more continuous buffer. The landscape buffer to the north follows that of the adjacent 820 building.
- 3.23 The proposed buffers comprise trees with ornamental planting and mixed native shrubs set behind hedgerows. Where it is necessary to remove existing trees to provide the necessary visibility splays or because they are in a poor condition, they are replaced with more suitable planting. A total of 10 existing trees will be removed with 13 being retained. The new planting scheme incorporates a total of 44 trees delivering a significant increase.

- 3.24 The pedestrian entrance area is softened with the use of ornamental planting and seating to either side of the main pedestrian pathway. This provides a welcoming entrance point and an outside amenity area for staff and visitors.

Sustainability and Energy

- 3.25 An Energy and Sustainability Statement prepared by Hoare Lea is submitted in support of the application. The Energy Strategy takes a holistic approach to energy demand reduction, and carbon emission reductions. Principles of the Energy Hierarchy are followed in terms of ensuring the design is energy efficient prior to incorporation of Low and Zero Carbon (LZC) energy sources.
- 3.26 In terms of LZC energy sources a feasibility options appraisal has been carried out which concluded that Air Source Heat Pumps (ASHP) and solar Photovoltaic Panels (PVs) were the most suitable LZC technology due to the nature of the energy demand expected on site (led mostly by lighting demands, but also heating, and mechanical/electrical pumps and fans).
- 3.27 A PV array of approximately 10% of the total roof area will provide c. 90 kWh/yr of energy.

Summary: Comparison with approved Scheme

	Approved Sound Stage	Current Proposals
Use Class	Class E. (sound studio only)	Flexible E(g), B2 and/or B8
Floorspace	4,552 sqm GIA	5,235 sqm GIA
Car parking spaces	60	85
Motorcycle spaces	5	5
Accessible spaces	5	8
EV space	3	10

4.0 Planning Policy Context

- 4.1 This section sets out the planning policies and legislative framework which are relevant to the consideration of the proposed development. In considering and determining applications for development, the Local Planning Authority ('LPA') has a statutory duty under section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine any application in accordance with the development plan unless any material considerations indicate otherwise.
- 4.2 The Development Plan for the application site comprises the Wokingham Core Strategy (2010), Development Management Policies DPD (2014) and Adopted Proposals Map.
- 4.3 The Local Plan is under review with the Proposed Submission Plan (Reg 19) published for consultation between September and November 2024. The Plan was submitted to the Secretary of State for examination in February 2025. As of June 2025, the Inspector had raised some initial questions and Wokingham Borough Council had responded with supplementary documents. We understand that hearing dates have not yet been confirmed. The LDF targets the publication of modifications in January 2026 and receipt of the Inspectors Report in April 2026, followed by adoption May 2026. The emerging plan is therefore a material consideration, but with limited weight.
- 4.4 At a national level, the National Planning Policy Framework (NPPF) is a material consideration setting out the policies which are intended to guide Local Planning Authorities in plan-making and decision-making. It sets out the overarching purpose of the planning system which is to contribute to the achievement of sustainable development.

National Planning Policy Framework (December 2024)

- 4.5 The revised National Planning Policy Framework (NPPF) was published on 12 December 2024.
- 4.6 Paragraph 8 of the NPPF notes that there are three elements of sustainable development, which include an economic objective, a social objective and an environmental objective.
- 4.7 Paragraph 11 highlights that plans and decisions should apply a "*presumption in favour of sustainable development*", stating that "*For decision-taking this means ... approving development proposals that accord with an up-to-date development plan without delay.*"
- 4.8 *Section 6 of the NPPF supports building a strong, competitive economy, with Paragraph 85 stating as follows:*

"Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is

particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential."

- 4.9 Paragraph 87 recognises the need for high technology industries. It states that planning policies and decisions should recognise and address the specific locational requirements of different sectors, including:

"clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections)."

- 4.10 Section 9 promotes sustainable transport. Paragraph 109 requires that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve the follows:

"identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

- 4.11 Paragraph 116 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

- 4.12 Section 11 supports the effective use of land, with Paragraph 124 stating that:

"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions."

- 4.13 Section 12 refers to design, with Paragraph 131 stating that:

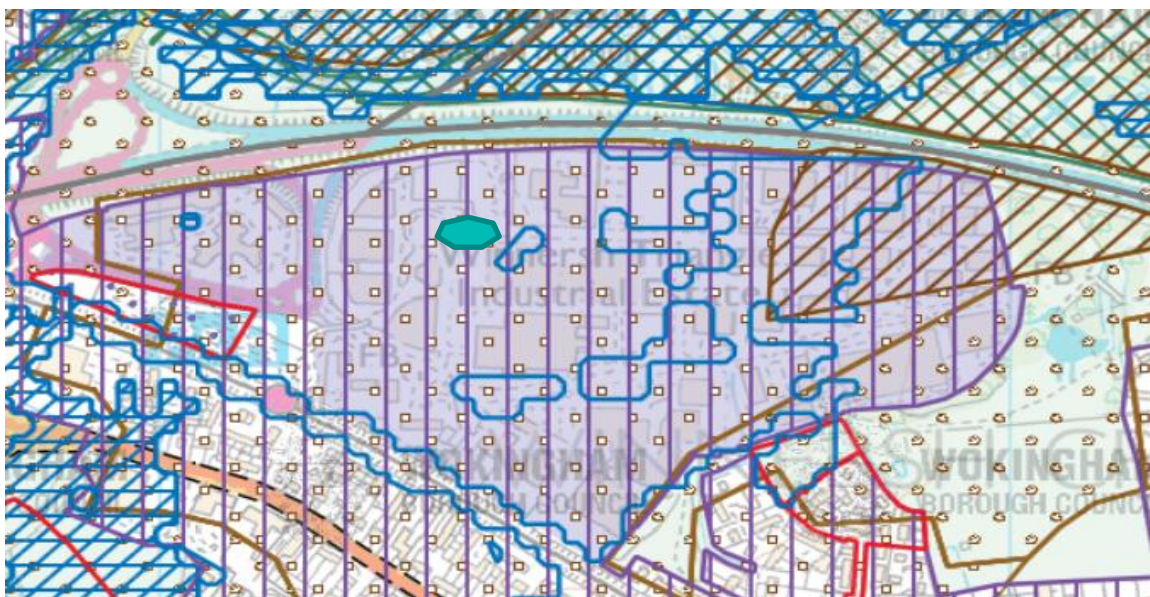
"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process."

Development Plan

Policy designations

- 4.14 The site lies in a central location in the Winnersh Triangle Business Park. This is identified as a designated Core Employment Area (purple washover) and a Major Development Location (purple vertical hatching).
- 4.15 The site is not within a Conservation Area, nor are there any listed buildings on site or in the vicinity.

Figure 7: Extract from Adopted Interactive Proposals Map



Source: Wokingham Interactive Proposals Map

Flood Risk

- 4.16 The development boundary for the site sits partially within flood zone 1 and flood zone 2 as identified on the EA flood zone mapping showing areas at risk of flooding from rivers or sea. The site is shown to be affected by fluvial or tidal flooding for the 1:1000yr return period when any flood defences are taken into account. The majority of the site is shown to be in Flood Zone 2
- 4.17 According to the Wokingham Borough Council SFRA, no Critical Drainage Areas (CDA) have been defined by the Environment Agency within Wokingham Borough therefore the site is not shown to be located in a CDA. According to Environment Agency data, the site is not located in a groundwater Source Protection Zone (SPZ).

Figure 8: Extract from Flood Map



Source: Flood Map for Planning

4.18 The following policies are relevant to the proposed development:

Core Strategy (2010)

- CP1 Sustainable development
- CP3 General Principles for development
- CP6 Managing Transport Demand
- CP7 Biodiversity
- CP15 Employment Development
- CP9 Scale and location of development proposals
- CP15 Employment Development

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 Plans

- TB23 Biodiversity and Development

Other Material Planning Considerations

Emerging Local Plan: Publication Draft

- 4.19 Winnersh Triangle Business Park remains designated as a Core Employment Area within the emerging Plan. The boundary is unchanged. The emerging plan continues to support the principle of Core Employment Areas.
- 4.20 Emerging Policy ER1 Core Employment Areas continues to provide strong protection for their economic use. It states that:

"Development proposals will be supported where they provide a range of types and sizes of units, including flexible space that can be easily adapted to meet current and future needs, and encourages start ups and grow on space".(para 1)

"Expansion and intensification of employment uses within Core Employment Areas will be supported where:

a) It is appropriate to the character of the local area; and

b) It does not have an unacceptable impact on nearby residential uses, other employment uses and other uses, including impacts caused by traffic movements, noise, emissions, odour, hours of operation and lighting".(Para 3)

Supplementary Planning Documents

- 4.21 The *Borough Design Guide* SPD (2012) seeks to enhance the quality of development and make sure proposals are of the highest quality of design. Section 7 relates to non-residential development.
- 4.22 The *Sustainable Design and Construction* SPD (2010) and its *Companion to Sustainable Design and Construction SPD document* (2011) are also considered relevant.

Other Supplementary Guidance

Climate Change Interim Policy Statement (December 2022)

- 4.23 In July 2019, Wokingham Borough Council declared a climate emergency and committed to do as much as possible to achieve carbon neutrality by 2030.
- 4.24 This Interim Planning Policy Position Statement sets out the position of Wokingham Borough Council on the issue of climate change when assessing planning applications. The Statement is not in itself planning policy but is an explanatory document, emphasising that the Climate Emergency is a key material consideration when assessing planning applications.

5.0 Planning and Environmental Considerations

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that, if regard is to be had to the Development Plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the Plan, unless material considerations indicate otherwise.
- 5.2 This section assesses the planning considerations that are relevant to the planning application which are summarised under the following headings:
- Principle of Development
 - Character of the Area: Built Form and Design
 - Landscape and Trees
 - Biodiversity
 - Sustainability and Energy
 - Transport
 - Flood Risk and Drainage
 - Environmental Health

Principle of Development

- 5.3 The application site lies within a highly sustainable and major development location within Winnersh, identified as a Core Employment Area. Policy TB11 'Core Employment Areas' requires the majority of employment growth within the borough to be achieved within the Core Employment Areas and on other identified employment sites.
- 5.4 The site occupies a prominent and central location within Winnersh Triangle Business Park, a well-established commercial centre located off the A329 (M), approximately 6 miles south-east of Reading. The business park accommodates over 1.5 million sqft of mixed-use floorspace, occupied by over 60 companies. It attracts a range of occupiers and is the focus for a new 'tech hub'.
- 5.5 Policy CP15 'Employment Development' supports development for business, industry or warehousing within the designated Core Employment Areas including Winnersh Triangle Business Park. Policy states that:

"Development for business, industry or warehousing will be permitted, including the expansion or intensification of existing employment uses provided it is within one of the following Core Employment Areas".

"Any proposed changes of use from B1, B2, and B8 should not lead to an overall net loss in B uses within the Borough. Provision will be made for a range of sizes, types, quality and locations of premises and sites in order to meet incubator/start up, move on,

expansion and investment accommodation needs and having regard to the needs of specific sectors of the business community".

- 5.6 The Proposed Development would deliver 5,235 sqm (GIA) of new commercial floorspace. The proposed flexible use within use classes E(g), B2 and/or B8 are in accordance with Policy CP15 which seeks to ensure that business, industry or warehouse uses falling within B1 (now superseded by class E), B2 or B8 Use Classes are concentrated within Core Employment Areas.
- 5.7 Emerging policy continues to strengthen the role of the Core Employment Areas. Emerging Policy ER1 'Core Employment Areas' recognises not only the need to protect such areas for continued economic growth but also specifically recognises the need for flexibility. Policy states that:
- "Core Employment Areas will be protected for continued economic use. Development proposals will be supported where they provide a range of types and sizes of units, including flexible space that can be easily adapted to meet current and future needs, and encourages startups and grow on space"*
- 5.8 The flexible nature of the building proposed is fundamental to maximising the opportunity to attract new, high-quality occupiers to the business park and recognised as a way to ensure a thriving economic centre.
- 5.9 The proposals support the key objective of national planning policy – economic growth which seeks to help *"build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth"*.
- 5.10 The business park is actively evolving its tech quarter and seeks to reinforce the park's appeal to tech-driven industrial services through the delivery of high quality and flexible spaces. The NPPF specifically recognises the importance of meeting the needs of a modern economy and high technology industries (Para 87).
- 5.11 The proposals therefore fully accord with the overarching economic growth objectives of the NPPF as well as the more specific need to encourage high tech industry. The proposals also fully accord with the objectives of Policy TB11 and CP15 to grow the Core Employment Areas through the delivery of new office (Class E)g), B2 or B8 floorspace and with the emerging policy ER1 that emphasises how flexibility and adaptability are needed as part of the strategy to ensure the delivery of such growth.

Character: Built Form and Design

- 5.12 The existing building comprises a traditional warehouse building with a steel portal frame supporting profiled steel elevations and flat panels, together with an insulated asbestos cement corrugated roof. It's removal and redevelopment represent a significant opportunity to improve the

physical environment of the site and the wider business park, particularly given the high quality of the buildings and landscaping to the west, on the opposite side of Eskdale Road.

- 5.13 This application is supported by a Design and Access Statement which sets out the rationale for the proposed development in the context of the site and its location within the business park.
- 5.14 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. Policies CP1 and CP3 specifically state that development must be appropriate in terms of its scale, mass, layout, built form, height and character of the area and must be of high-quality design.
- 5.15 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 a scale that relates well to the existing townscape, in particular in employment areas. Principle NR1 '*Creating a Sense of Place*' requires developments to respond to distinctive features of the site, including structures, buildings and landscape. Principle NR2 requires developments 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).
- 5.16 The proposed building has a footprint of 5,235 sqm (GIA) and is set back behind landscaping and parking fronting Eskdale Road. This is not materially different from the footprint and siting of the approved sound studio (4,552 sqm (GIA)). This form of development and orientation on site are commensurate with the wider masterplan and the immediately adjoining buildings.
- 5.17 The Tech Building design requires a clear internal height of 10 m to structure to meet industry standards, accommodating the potential for two floors of integral office space at ground and first floor. There are a wide variety of building heights within the vicinity ranging from single storey to 9 storeys. The proposed building 810 would be circa 12m in height to the eaves which would be commensurate with the 1100 series buildings to the north. The proposed height sits comfortably within the site context, where surrounding buildings range from two to nine storeys. The proposed height is therefore considered to be appropriate in terms of its scale in relation to the surrounding built form, particularly given the building's prominent location on a key corner plot.
- 5.18 The proposed height of the building is also commensurate with the previously approved sound stage (reference 23/1602). The officers report to committee acknowledged the range of building heights in the vicinity and that there was no unacceptable visual relationship between 820 and the proposed 810 building, stating: "*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*" (para 27).

- 5.19 Principle NR5 of the Design Guide recognises that built form will be heavily influenced by the type of business it is intended to accommodate. The application site has a prominent location within the business park and the design rationale seeks to create an anchor building with a strong visual presence. However, the intention is to focus the visual dominance along the western elevation. This elevation provides the main entrance and uses a combination of more enhanced cladding systems with a brushed aluminium cladding in contrasting directions to the main entrance areas. This elevation is further accentuated by large ribbon windows to the full elevation and include full height vertical louvres ground to first, in a rhythm matching the cladding set out. This bears relationship to the character of the office buildings opposite.
- 5.20 Principle NR4 requires that proposals address street frontages and that boundary treatment is of high quality and helps to enclose the street space. The intention is to promote the prominent views of the site from the surrounding public realm with a statement façade to the western elevation. The key frontage to the west provides the main entrance with the ribbon fenestration dominating the frontage. This would be complemented by varying tones of grey cladding. Simplified materials are proposed to the secondary elevations to the north, south and east.
- 5.21 It is considered that this approach is fully supportive of the aspirations for high quality design across the business park in accordance with policies CP1 and CP3, and the principle of the Design Guide whilst also delivering the operational requirements of the building.

Landscaping and Trees

- 5.22 Core Strategy Policies CP1 '*Sustainable Development*' and CP3 '*General Principles for Development*' require developments 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.
- 5.23 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.
- 5.24 In accordance with principle NR1 of the Design Guide, the existing landscape boundary that wraps around the site and forms part of the character of the layout of the plot is utilised and is an important element of the scheme in creating an attractive environment. Through the proposals, the landscaping of this area will be significantly improved with new trees and planting providing a boundary which creates a sense of place and high-quality public realm. The design utilises the existing bund which together with the additional planting softens the appearance of the building.
- 5.25 This application is supported by a Landscaping Masterplan prepared by ASA. This shows the proposed landscaping layout which introduces significant additional tree planting together with areas of more formalised planting of mixed native hedges.

Ecology and Biodiversity

- 5.26 Core Strategy Policies CP3 and CP7 establish that proposals should not have a detrimental impact on ecological features. In addition, MDD Local Plan Policy TB23 requires proposals to enhance and incorporate new biodiversity features, provide appropriate buffer zones between development and designated sites as well as habitats and species of principle importance for nature conservation and ensure ecological permeability.
- 5.27 The site is not statutorily designated for its wildlife interest. It is within the Impact Risk Zone for Sandford Mill SSSI (situated approximately 1350m to the north), however, the proposed construction of a non-residential development falls outside any of the categories considered likely to adversely impact the designated site. 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 away).
- 5.28 It was confirmed in the Officers Report to Committee for the previous sound stage permission that *"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"* (para 51).
- 5.29 This application is supported by a Preliminary Ecological Appraisal (PEA) and the required BNG matrix. The development proposals provide an enhancement of the site's biodiversity value and deliver a net gain in biodiversity.
- 5.30 In support of the requirements of Policies CP3 and CP7 the proposals provide opportunities to increase the ecological value of the site through increased planting and the use of native species in the landscaping, integration of bat and bird boxes into the new building or nearby scattered trees and increasing the structural diversity and species diversity of the site to increase the vegetation cover for small mammals.
- 5.31 The applicant would be accepting of an appropriately worded condition to 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.

Sustainability and Energy

- 5.32 Policies CP1, CP6 and CP9 of the Core Strategy support development where it is grounded on principles of sustainable development, in terms of its access to local facilities and services and the promotion of sustainable transport. The site is within a highly sustainable location, within a major development location and the proposed development is acceptable in terms of the principles stated in the Core Strategy. It is in close proximity to Winnersh Triangle Railway Station and other neighbouring facilities and services, which are accessible on foot or via bicycle.

- 5.33 Policy CC04 (Sustainable Design and Construction) requires that proposals seek to deliver high quality sustainably designed and constructed developments. In a similar thread, Paragraph 148 of the NPPF confirms that the planning system should support the transition to a low carbon future and improve resilience to climate change.
- 5.34 This application is supported by an Energy and Sustainability Statement which sets this out in more detail.
- 5.35 For developments of this scale, Policy CC05 *'Renewable Energy and decentralised energy networks'* applies and requires a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology. In the case of this proposal, this reduction will be achieved through the use of Air Source Heat Pumps (ASHP) and solar Photovoltaic Panels (PVs).
- 5.36 Heating and hot water will be delivered to the Proposed Development via ASHP. ASHPs will be employed through Variant Refrigerant Flow (VRF) and Low Temperature Hot Water (LTHW) systems for heating and cooling. Compared to a gas-fired system, ASHP will provide benefits in terms of carbon emission reductions, especially when looking to the future, taking into account the decarbonisation of the electricity grid. The estimated heating and cooling energy demand for the whole site equates to 51,285 kWh/yr, which is approximately 26.7% of the total regulated energy consumption. A PV array of 450 m² is proposed for the development which will provide c. 90 kWh/yr.
- 5.37 The incorporation of ASHP and PV is expected to reduce the carbon emissions to c.3.81 kgCO₂e per year. This is equivalent to a 14.9% reduction of carbon emissions against the notional building. This ensures the development satisfies the Wokingham local plan requirement under Policy CC05: *'Providing 10% carbon reduction from low and zero-carbon technologies'* for a 10% carbon reduction over the Part L baseline through renewable technology.
- 5.38 Policy CC04 *'Sustainable Design and Construction'* requires all new non-residential development to achieve the necessary mandatory BREEAM requirements or any future national equivalent and meet or exceed statutory requirements for water resource management. A BREEAM Pre-Assessment is submitted as part of the application. This concludes that the proposals can achieve a BREEAM 'Excellent' rating, compliant with policy requirements.

Highways, Access and Parking Provision

- 5.39 The Site benefits from good connectivity to the local area and access to local public transport networks, providing connections to surrounding towns, cities and other major transport nodes as set out in the Transport Statement and other highways documents which accompany this submission.
- 5.40 The NPPF sets out a key principle that significant development should be focused in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice

of transport modes (Paragraph 105). Details of the site's accessibility is set out in the Transport Statement. The nearest railway station to the site is Winnersh Triangle, located approximately 280 metres (a 5-minute walk) south of the site. The nearest bus stops are located on Wharfedale Road, approximately 280 metres walk south of the Site. These bus stops are served by the route 500 park and ride.

- 5.41 With regard to pedestrian connectivity, the location of the Site in an existing business park means that existing and prospective users would be able to use the existing footways, cycle ways and crossing points provided in the local area for links to local shops and services, already provided throughout Winnersh Triangle.

Highways Impact and Trip Generation

- 5.42 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. Section 5 of the supporting TS provides a trip analysis (using TRICS database) to confirm the highway impacts of the proposed development. In respect of the proposed flexible nature of the use Class E(g), B2 and B8, uses are assessed against the existing trip generation figures.
- 5.43 Table 5.1 in the TS shows that the existing industrial building (assuming 5,100 GEA business park use) is likely to generate 62 vehicle movements in the AM peak and 53 in the PM peak period. Across the day the current development is likely to generate 429 vehicle movements a day.
- 5.44 With regard to the proposed flexible uses Table 5.2 shows that a Class E use across the full extent of the proposed building is likely to generate 62 vehicle movements in the AM peak and 54 in the PM peak period. Across the day, a total Class E development is likely to generate 441 vehicle movements. The change represents a very slight increase in demand and will have little or no impact on the local highway and transport infrastructure.
- 5.45 Table 5.3 in the TS shows that a total B2 use (Industrial unit) is likely to generate 21 vehicle movements in the AM peak and 6 in the PM peak period. Across the day, such a proposal is likely to generate 183 vehicle movements.
- 5.46 Table 5.4 in the TS shows that the proposed unit in a Class B8 use would generate a total of 302 daily trips. This would lead to a reduction in trips across both the AM and PM peak periods compared to the existing.

Parking Provision

- 5.47 Policy CC07 and Appendix 2 of the Local Plan stipulates minimum off street parking standards, including supporting the provision of charging facilities. Parking standards for a B2 use (as per the current use) would require the following allocation which would equate to 91 parking spaces.

Use Class	Car Parking Allocation	Cycle Parking Allocation	PTW Parking	Disabled Parking
B2	up to 250m ² = 1 space per 25m ² above 250m ² = 1 space per additional 50m ²	1 LT space per 200m ²	1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter.	As per Table 1.2

- 5.48 The proposed plans show a total of 85 parking bays, including 8 disabled parking bays, 10 electrical charging places, 5 motorcycle spaces and 30 cycle spaces.
- 5.49 The proposed development will provide 5,235 sqm of commercial space which may be occupied by a range of business. The proposals are very much marketed towards the 'tech' sector, and the building has been designed with that in mind. The application therefore includes a range of uses including Class E, B2 and B8 and the parking demand has been estimated based on the likely worst-case scenario (Class E / Business Park use) – similar to the existing use.
- 5.50 The maximum parking demand is predicted to be in the order of 80 car spaces, with the proposed scheme providing up to 85 parking spaces. The proposed parking within the site will be managed to ensure there is no over-spill of parking onto the local road network and measures will be in place to ensure staff working within the new Building 810 only park within the application site.
- 5.51 Winnersh is identified as a 'major development location', covered by Policy CP9 '*Scale and Location of Development Proposals*'. This is informed by the existing facilities and services within and around the business park, together with a consideration of its accessibility. The Proposed Development therefore accords with Policy CP6 '*Managing Travel Demand*' and Policy CC07 '*Parking*', alongside the requirements of Paragraph 105 of the NPPF which emphasises that "*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*".
- 5.52 The Transport Statement and Travel Plan submitted as part of this full planning application set out the visibility splays for all three access points and confirm suitable access for relevant vehicles.

Flood Risk and Drainage

- 5.53 The majority of the Site, along with the majority of Winnersh Triangle, is located within Flood Zone 2. Policy CC09 '*Development and Flood Risk*' of the Local Plan requires all new development to take account of flood risk, including historic flooding. Similarly, Policy CC10 '*Sustainable Drainage*' requires consideration of sustainable drainage methods and the minimisation of surface water flow through new development.
- 5.54 A Flood Risk and Surface Water Drainage Strategy prepared by Evolve is submitted in support of the application.
- 5.55 This shows that the proposed development site lies in an area designated by the EA as Flood Zone 2 only for the 1:1000yr event. The level of the 1000-year flood event is shown to be 39.000mAOD.

Raising the floor level of the proposed building will raise the external levels which may affect the flood plain volume. It is therefore recommended to retain the existing FFL at 39.000mAOD. This is commensurate with the recently completed adjacent building at 820, which has the same FFL.

- 5.56 In respect of other sources of flooding, the yearly chance of surface water flooding is currently Very Low, increasing to Low between 2040 to 2060. Very Low flood risk means less than 0.1% chance of a flood each year. Low flood risk means between 0.1% and 1% chance of a flood each year. The risk of groundwater flooding to the site is also considered to be low, as is the risk of sewer flooding and reservoir flooding.
- 5.57 The Flood Risk Assessment demonstrates that the Proposed Development would be safe, without increasing flood risk elsewhere, and that a positive reduction in flood risk would be achieved through the inclusion of surface water attenuation in accordance with national policy.
- 5.58 In response to the suggested mitigation requirements set out in the FRA, the surface water drainage strategy proposes that the surface water from the development is discharged at a restricted rate to match the greenfield rates for 1 in 1, 1 in 30 and 1 in 100-year storms. Attenuation storage is provided within an attenuation tank with the subbase of the tanked permeable paved areas on the site to cater for all rainfall events up to and including 1 in 100-year event plus 40% climate change allowance. The supporting report demonstrates that the site can be developed in a sustainable manner to manage the surface water discharge from the development.

Noise

- 5.59 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. This is in line with Paragraph 198 of the NPPF, which requires that new development provides suitable mitigation against existing noise.
- 5.60 The Proposed Development is set within the context of the existing Winnersh Triangle Business Park where commercial (Class E(g)), light industrial uses (Class B2) and storage and distribution (Class B8) units are operating. There are commercial buildings on all 4 sides of the site, with those to the north and west separated by Eskdale Road. The closest potentially noise-sensitive use is the Crown Plaza Hotel 90m to the southwest. The nearest residential properties are on Verbena Close sited approximately 270m away from the site.
- 5.61 The application is supported by an Environmental Noise Survey produced by Hoare Lea. This includes an acoustic survey to establish the prevailing environmental noise conditions and identifies the nearest noise receptors. The closest potentially noise-sensitive use is the Crown Plaza Hotel 90m to the southwest. Noise levels at the proposed development site were typically in the range

52-58 dB LAeq,16hr during the day, 49-51dB LAeq,8 hr during the night. Background noise levels were in the range 39-47 dB LA90, 15min during the day, 33-36 dB LA90, 15min during the night.

- 5.62 The noise emissions will be restricted to 35dB during daytime and 30dB during night for Crown Plaza hotel and 50 dB for the commercial buildings.

Figure 9: Noise Emission limits

Period	Noise emission limit (Crown Plaza Hotel) L _{A_r,T_r} dB	Noise emission limit (Commercial) L _{A_r,T_r} dB
Daytime (0700 to 2300)	35	50
Night-Time (2300 to 0700)	30	

Source: Environmental Noise Survey (Tabel 8, page 14)

- 5.63 It is confirmed that noise generated by building services shall be designed to not exceed 10 dB(A) below existing background noise levels at the nearest noise sensitive receptor (Crown Plaza Hotel) located to the southwest and approximately 90 metres from the centre of the development site. The proposals are therefore considered to be in compliance with the requirements of Policy CC06.
- 5.64 The proposed development is on an existing business estate where previous consents have determined that there is no noise issue, there have been no noise issues since the construction and operation of the existing buildings, there are no residential receptors near and the plant that would be installed will be akin to what is expected to be found across a business park.

6.0 Planning Obligations

Employment Skills Plan

- 6.1 Policy TB12 of the MDD Local Plan, requires planning applications for all major development in Wokingham Borough to submit an employment skills plan and supporting Method Statement for both the construction and operational phases of the development. The applicant is fully supportive of such a requirement.
- 6.2 The officers delegated report for the previous sound stage application explained that the value of the construction is calculated based on the proposed gross internal floorspace and that 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.
- 6.3 Other than the standard s106 monitoring fee, it is not considered that there are other matters which need to be covered by the subsequent s106 agreement.

7.0 Summary and Conclusions

- 7.1 This Planning Statement has been prepared by Union4 Planning Ltd on Behalf of Frasers/ Winnersh Midco S.A.R.L in respect of proposals for the redevelopment of the site to provide a new commercial building. The business park is actively evolving into a technology hub and the proposals form part of a wider masterplan which seeks expansion of the Tech sector at Winnersh and its evolving 'tech quarter'.
- 7.2 The proposals optimise a previously developed site in a sustainable business park location with the delivery of circa 5,235 sqm of commercial floorspace. It is expected that interest in the facility will be tech based, which would operate across the range of Class E(g), B2 and/ or B8 uses proposed.
- 7.3 The proposals accord with the objectives of the Development Plan, particularly Policy CP15 '*Employment Development*' which supports development for business, industry or warehousing within the designated Core Employment Areas, including Winnersh Triangle Business Park. The Emerging policy continues to provide strong support for commercial expansion within the Core Employment Areas. In support of the proposed flexible use, Emerging Policy specifically recognises the need for a range of types and sizes of units, including flexible space.
- 7.4 The proposals deliver a building with a form that has been carefully considered to respond to the layout of the site and the wider business park. It also provides sufficient flexibility to deliver the operational requirements of a wide range of tech operators.
- 7.5 The proposals deliver a high-quality design that substantively improves the visual appearance of both the site and the wider business park. The emphasis being on accentuating the western elevation which has the most prominent views within the business park. This approach was supported at the pre-application stage.
- 7.6 The scheme includes the existing landscape buffer and introduces a landscaping with a mix of planting providing further visual improvement and a substantive increase in terms of biodiversity. The landscape buffer between the buildings across the business park forms an intrinsic part of the character of the business park and this has been a fundamental element of the scheme design.
- 7.7 In accordance with Core Strategy Policies CP3 and CP7 the development proposals provide an enhancement of the site's biodiversity value and to deliver a net gain in biodiversity. The attached DEFRA metric and BNG assessment confirm that the required increase is achieved.
- 7.8 In terms of transport impacts the application is supported by a TS. This compares the traffic generation of the existing use with each of the proposed flexible uses. This concludes that any of these uses would either result in a slight increase with little or no impact on the highway (in the case of Class E(g)) or reduced trip generation (in the case of Class B2 or Class B8).

- 7.9 With regard to parking the maximum parking demand is predicted to be in the order of 80 car spaces, the proposed scheme will provide up to 85 parking spaces.
- 7.10 The delivery of a building with improved energy and sustainability credentials including BREEAM 'Excellent'.
- 7.11 In accordance with Policy CC05 *Renewable Energy and decentralised energy networks* the proposals include a series of renewable and low carbon technologies including PV panels and will deliver as a minimum the 10% reduction in carbon emissions through renewable energy or low carbon technology.
- 7.12 The application is supported by relevant environmental reports demonstrating that any potential impacts of the development are mitigated or avoided. It is concluded that there will be no adverse impacts on any nearby sensitive receptors.
- 7.13 We consider that the proposed development accords with the relevant adopted planning policies and associated guidance at the local and national level. We would also respectfully submit that the proposed development accords with the principles of proper planning and sustainable development, and that planning permission should be granted.