

ROYAL BOROUGH DEVELOPMENT MANAGEMENT PANEL

WEDNESDAY, 19TH MAY, 2021

At 7.00 pm

by

HOLIDAY INN, MANOR LANE, MAIDENHEAD SL6 2RA, ON [RBWM YOUTUBE](#)

SUPPLEMENTARY AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
5.	<u>20/03418/FULL - LAND ADJACENT TO THE DRAWERY - WINDSOR GREAT PARK - WINDSOR</u> <i>PROPOSAL: Change of use of land for construction of film set and use of associated land for parking and storage purposes for a 5 year period.</i> <i>RECOMMENDATION: REFUSE</i> <i>APPLICANT: Mr Hood</i> <i>MEMBER CALL-IN: N/A</i> <i>EXPIRY: 18 March 2021</i>	3 - 8

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Application No.: 20/03418/FULL

Location: Land Adjacent To The Drawery
Windsor Great Park
Windsor

Proposal: Change of use of land for construction of film set and use of associated land for parking and storage purposes for a 5 year period

Applicant: Mr Hood

Agent: Mrs J Long

Parish/Ward: Sunninghill And Ascot Parish/Ascot & Sunninghill

If you have a question about this report, please contact: Susan Sharman on 01628 685320 or at susan.sharman@rbwm.gov.uk

1. SUMMARY

- 1.1 Additional information has been received from the applicant's agent to address the ecology objection to the proposal. While the applicant would now provide a 15m buffer between the proposed development and The Dawrey, (a designated Ancient Woodland), it is considered that details in relation to traffic use of the park tracks, by way of a traffic management plan, and details of proposed lighting should be provided prior to determining the application, in order to ensure that protected species and habitats are not harmed by the proposal.
- 1.2 Bracknell Forest Council has raised concerns in regard to the use of the existing access off Sunninghill Road. It is considered that this is a matter that could be sufficiently addressed via a traffic management plan.

No change to the recommendation in the main report to Panel.

2. ADDITIONAL INFORMATION

- 2.1 Additional information has been provided by the applicant's planning agent. This includes a revised block plan that indicates a 15m buffer between the proposed development and The Dawrey. The information provided also suggests that the Council's ecologist's concerns in respect of the use of the park tracks and the impact of lighting on bats could both be dealt with by way of planning conditions. At this stage it has not been possible to re-consult the Council's ecologist. However, based on advice in previous consultation responses, and as set out in paragraphs 9.25, 9.27, 9.30 and 9.31 of the main report, the Council's ecologist has advised that that detailed information on these aspects should be provided prior to determining the application.
- 2.2 The Council has received a consultation response from Bracknell Forest Council which raises concerns in respect of the use of the existing access via Sunninghill Road which is within Bracknell Forest. This is a matter that could potentially be sufficiently addressed via a traffic management plan as suggested by the applicant.

Comments from Interested Parties

2.3

Additional comments received, summarised as:

Comment	Officer response	Change to recommendation?
<p>From the applicant's planning agent:</p> <p>We note from the Committee report that Officers have some concerns which we believe can be addressed prior to the matter being discussed by Councillors at this evenings Panel meeting. These are as follows:</p> <p>Para 9.23 - We confirm the wildlife buffer zone to the west of the set build area will not be used for overflow parking and is proposed to be retained as a protected area for ecological enhancement. This is shown on Block Plan (now revised Rev 3).</p> <p>Para 9.24 and 9.25. We note concerns regarding traffic use of Park tracks. We would be happy to accept a Condition requiring submission and agreement, of a traffic management plan prior to commencement of development on the site. This will include reference to vehicle routing through the park, use of shared transport (minibuses for cast and crew) during film weeks, and implementation of a one-way system through the park (using all three access points) to ensure no requirement of vehicles to cross on narrow tracks.</p> <p>Additional trackway and temporary passing places will also be installed to protect grass verges as required.</p> <p>We attach at Appendix 1 the type and number of vehicles which will be used is listed.</p> <p>Para 9.30 – we note the outstanding concern regarding separation distance of the parking area to Ancient Woodland on the east and south boundaries. Despite the fact these areas are no longer Ancient woodland and are in fact, now 'plantation', the Production company has agreed to amend their parking area and a 'no activity' buffer of 15 metres from the woodland is shown on the east and south boundary. This addresses the concerns in respect of potential impact on woodland. (Please see attached Block Plan Rev 3)</p> <p>Para 9.30: Impact of lighting on bats. We suggest that this information is provided as part of a Condition submission and as part of the traffic management plan. Low level lighting will be used on parking areas to ensure no impact on bats in neighbouring trees.</p>	<p>Noted. Revised Block to be included in presentation to Panel.</p> <p>It is not possible to re-consult the Council's ecologist on this matter ahead of the Panel meeting. However, the Council's ecologist has previously advised that this information is required prior to a formal determination being made, as set out in paragraphs 9.30 and 9.31 of the main report.</p> <p>According to the consultation response from Natural England, The Dawrey including the area referred to by the planning agent as plantation, is designated Ancient Woodland (AW). However, the provision of a 15m buffer between the proposed development and AW is welcomed.</p> <p>As referred to in paragraph 9.30 of the main report, the</p>	<p>No.</p>

<p>We note that the Ecology Officer objection in respect of any potential impact on Great Crested Newt populations has been removed (given the additional information already supplied).</p> <p>Given the above and the offer to provide additional 'management / activity' information prior to commencement of development we consider the objection on grounds of potential impact on priority habitats has been satisfactorily addressed.</p> <p>We also attach a list of Previous filming in the Park as Appendix 2.</p> <p>APPENDIX 1 VEHICLE DETAILS: Heavy Vehicles will be parked on the trackway on the East Side of the parking area. The steel trackway is designed to support heavy vehicles up to 60 tonnes.</p> <p>Vehicles in place for filming will be as follows: <u>Technical Vehicles</u> 6-8 x 18 Tonne Technical Vehicles such as camera, grip, props, special effects etc 10-15 x Medium sized Vans and assorted smaller trucks such as sound DiT (Video playback), construction etc. 10-20 cars for actors etc.</p> <p><u>Unit Base Vehicles</u> 10-15 x Artist/Production Trailers Assorted Catering vehicles 100 crew cars NB – it is possible Unit Base will be located off site and cast will be transferred to the filming area by mini-bus.</p> <p>Toilets: This will be included in the main parking area. There would be 20ft container toilets facilities or mobile toilet blocks that would need to be pumped out from time to time.</p> <p>APPENDIX 2 List of previous filming in Windsor Great Park</p> <ul style="list-style-type: none"> • Untitled Disney murder mystery, • No Time to Die • Fantastic Beasts 3 • Filming for series 1 of Bridgerton, • Maleficent 3 • Louis Wayne • Close to Me • The Eternals • Christopher Robin 	<p>Council's ecologist has advised that this information is required prior to a formal determination being made.</p> <p>Correct.</p> <p>On the current advice of the Council's ecologist, it is not considered that the objection to the proposal on the grounds of the potential impacts of the proposals on priority habitats, Ancient Woodland, the LWS, or protected species has been overcome.</p> <p>Paragraphs 1.3 and 2.8 of the submitted Planning Statement refer to the site being used for filming in the past.</p>	
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<ul style="list-style-type: none"> • Goodbye Christopher Robin <p>Channel 4 , BBC, Sky and Netflix dramas and comedies , together with commercials. Have also been filmed in the park</p> <p>Crown Estate wish to make clear that to date no films whose duration or construction requirements needed planning permission. The majority of film projects that have taken place on the Estate over the last several years have involved extensive use of the landscape as opposed to major construction builds.</p>	<p>Based on the information in Appendix 2 past filming relates to Windsor Great Park as a whole rather than the specific application site.</p>	
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Comments from Consultees

2.4

Comment	Officer response	Change to recommendation?
<p>Bracknell Forest Council (Highways):</p> <p>In terms of the proposal it would appear that the majority of it is located within the neighbouring borough, however there are three proposed access points, one of which is located on the B383 Sunninghill Road which is located within Bracknell Forest. No changes are proposed to this junction and it is said to be used for access for domestic cars likely to be from workers on the set and during times of filming. The applicant has indicated that trips to the site are most likely to be outside weekday peak hours and thus the impact should be less on the network. They have also indicated that HGV movements associated with the proposal would access the site from the more substantial access on the A330.</p> <p>It is advised that the applicant should provide a breakdown of the expected use of each access points during the various stages of operation so a more robust consideration of the impact could be considered.</p> <p>However it should be noted that the access within Bracknell Forest at Sunninghill Road is not currently wide enough for cars to pass in straight line and the position of the access on the bend and on a brow of a hill on this 60mph speed limit road does give rise to concern over increased use, especially as inward and outbound movements could be concentrated at certain parts of the day. Furthermore visibility to the right on exit is constrained by the street furniture and the vertical alignment meaning with any increased use the potential for conflict is greater. It would appear that the access from Cheapside Road is more adequate in terms of width and could deal with such</p>	<p>Noted.</p> <p>This is a matter that could potentially be sufficiently addressed via a traffic management plan as suggested by the applicant.</p>	<p>No.</p>

<p>movements more safely as it is located on a section of road which does not have the same vertical alignment issues as Sunninghill Road and the speed limit changes to 30mph to the east of the entrance which means approach speeds from this direction are expected to be lower.</p> <p>It is also advised that along with any proposal if it were found to be acceptable in planning terms then BFC Highway Authority would advise a scheme of signage to be conditioned. Such a scheme is required to direct drivers visiting the site to be directed to the appropriate entrances from the major road network in the area.</p> <p>The scheme could also advise drivers of which locations do not provide access to the site to ensure that inappropriate access does not occur.</p> <p>At present I cannot support the application on the basis of what is proposed in relation to using the access on the B383 Sunninghill Road.</p>		
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