

Toutley Depot

Planning Statement

Final Report

37354

June 2026



Inspiring. Planning. Delivering

With nearly 40 years of knowledge and sector experience, DHA, the South East's largest independent planning and highways consultancy delivers solutions built for success.

The DHA team share the same values, vision and approach to our work and clients, and we benefit from the knowledge of our multiple business units, providing integrated solutions to reach the optimum outcome. We believe what keeps us unique is our ability to provide exceptional quality customer care and adaptability to the projects we take on.

Planning
Transport and Infrastructure
Masterplanning and Design
Environmental Impact Assessment
Flood Risk and Drainage
Land & Viability
GIS

Our Offices:

Kent	Gatwick	London	Leeds
01622 776226	01293 221320	020 3005 9725	0113 323 6669

www.dhaplanning.co.uk

info@dhaplanning.co.uk



DATE	Version	Revision Notes
29.04.2026	0.1	Draft
02.06.2026	1.1	Final

CONTENTS

TABLE OF FIGURES	4
TABLE OF TABLES	4
1 INTRODUCTION	5
1.1 OVERVIEW	5
1.2 APPLICATION DOCUMENTS	5
2 SITE CONTEXT	8
2.1 THE APPLICATION SITE	8
2.2 SITE HISTORY	9
The Previous Application	10
2.3 SITE CONSTRAINTS	11
3 PROPOSED DEVELOPMENT	16
3.1 OVERVIEW	16
3.2 PARKING & ACCESS	18
4 PLANNING POLICY CONTEXT	19
4.1 INTRODUCTION	19
4.2 WBC'S CORE STRATEGY DEVELOPMENT PLAN DOCUMENT (2010)	19
4.3 WBC'S MANAGING DEVELOPMENT DELIVERY LOCAL PLAN (2014)	23
4.4 NATIONAL PLANNING POLICY FRAMEWORK (2024)	29
4.5 SUPPLEMENTARY PLANNING DOCUMENTS	31
North Wokingham Strategic Development Location (2011)	31
Sustainable Design and Construction (2010)	32
Borough Design Guide (2012)	32
4.6 WOKINGHAM BOROUGH COUNCIL LOCAL TRANSPORT PLAN	33
4.7 EMERGING LOCAL PLAN	33
5 PLANNING CONSIDERATIONS	35
5.1 INTRODUCTION	35
5.2 THE PRINCIPLE OF DEVELOPMENT	35
Previous Consent	36
The Principle of the New Proposed Development	36
5.3 LAYOUT AND DESIGN	37
5.4 LANDSCAPE AND VISUAL IMPACT	38
5.5 TRANSPORT, ACCESS AND PARKING	39
5.6 FLOOD RISK AND DRAINAGE	40
Flood Zones 2 and 3	40
Surface Water Flooding	40
Sequential Assessment and Exception Test	42
Flood Risk and Drainage Strategy	42
5.7 OTHER MATTERS	43
Ecology	43
Biodiversity Net Gain	44
Trees	44
Noise	45
Sustainability	45
Residential Amenity	46

Lighting	47
Statement of Community Involvement	47

6 SUMMARY AND CONCLUSION 49

TABLE OF FIGURES

<i>Figure 2.1: Aerial Image of the Site (Courtesy of Google Earth)</i>	8
<i>Figure 2.2: Aerial Image of the Wider Toutley Depot (Courtesy of Google Earth)</i>	11
<i>Figure 2.3: Flood Zone Map for Planning (Courtesy of GOV.UK)</i>	11
<i>Figure 2.4: Annual Likelihood of Surface Water Flooding – 1 in 1000 (Courtesy of GOV.UK)</i>	12
<i>Figure 2.5: Annual Likelihood of Surface Water Flooding – 1 in 30 (Courtesy of GOV.UK)</i>	12
<i>Figure 2.6: Nearby SSSIs and SPAs (Courtesy of Magic Maps)</i>	13
<i>Figure 2.7: Tree Preservation Orders (Courtesy of Wokingham Borough Council)</i>	13
<i>Figure 2.8: Core Employment Area (Courtesy of Wokingham Borough Council)</i>	14
<i>Figure 2.9: Major Development Locations (Courtesy of Wokingham Borough Council)</i>	14
<i>Figure 2.10: Strategic Development Location (Courtesy of Wokingham Borough Council)</i>	15
<i>Figure 3.1: Previously Approved Layout of the Depot (Courtesy of Allies and Morrison LLP)</i>	17
<i>Figure 3.2: New Proposed Layout of the Depot (Courtesy of HLM Architects)</i>	17
<i>Figure 5.1: Flood Zone Map for Planning (Courtesy of GOV.UK)</i>	40
<i>Figure 5.2: Annual Likelihood of Surface Water Flooding – 1 in 30 (Courtesy of GOV.UK)</i>	41
<i>Figure 5.3: Annual Likelihood of Surface Water Flooding – 1 in 100 (Courtesy of GOV.UK)</i>	41
<i>Figure 5.4: Annual Likelihood of Surface Water Flooding – 1 in 1000 (Courtesy of GOV.UK)</i>	41

TABLE OF TABLES

<i>Table 1.1: Application Documents and Plans</i>	7
<i>Table 2.1: Planning History of the Site</i>	10

1 INTRODUCTION

1.1 OVERVIEW

1.1.1 This Planning Statement has been prepared by DHA Planning on behalf of Wokingham Borough Council (hereafter known as 'the applicant'), in support of a full planning application at Toutley Depot, Old Forest Road, Wokingham, Berkshire, RG40 5QP.

1.1.2 The full description of the development is as follows:

"Demolition of existing structures and buildings, retention and recladding of existing warehouse, reconfiguration of existing Depot to provide parking, external storage, fuel pump, washdown facilities and hot box, including erection of salt-barn, along with fencing, vehicle barrier, landscaping, access and associated works."

1.1.3 This Planning Statement provides a detailed overview of the application site, its context and the relevant planning history, and the development proposal. It identifies all applicable development plans and relevant planning policies as well as the NPPF and other relevant guidance. It sets out the planning considerations which are regarded as material to the determination of the application.

1.2 APPLICATION DOCUMENTS

1.2.1 This Planning Statement forms part of a suite of documents and plans that support the planning application, and it is designed to be read in conjunction with the documents and plans listed below.

DOCUMENT	REFERENCE	AUTHOR
Application Form		DHA Planning
CIL Form 1		DHA Planning
Design & Access Statement	TOU-HLM-02-XX-RP-A-000010_DAS_P02_260601	HLM Architects
Tree Constraints Plan	PJC/7095/26/A	PJC
Tree Retention Plan	PJC/7095/26/B	PJC
Arboricultural Impact Assessment	PJC/7095/26-01 Rev -	PJC
Tree Survey Schedule		PJC
Biodiversity Net Gain Metric	V3	PJC
Biodiversity Net Gain Assessment	6853E/25/03	PJC
Preliminary Ecological Assessment	6852E/26/01	PJC
Flood Risk Assessment	2250437-EWP-ZZ-XX-RP-C-000001	ElliotWood
Sustainable Drainage Strategy	2250437-EWP-ZZ-XX-RP-C-00002	ElliotWood
Sustainability and Energy Statement	TD2-RCDC-05-XX-RP-SU-0001	RCDC

Ground Floor- Rain Water Harvesting & Packaged Plant Options	TD2-RCDC-05-GF-SK-P-5301	RCDC
External Lighting Layout	TD2-RCDC-03-GF-DR-E-6302	RCDC
Luma Gen2 Product Specification		Philips Lighting
Opus Wallpack Product Specification		Dextra Group
Transport Technical Note	HB/AHun/37367	DHA Transport
PLANS		
Site Location Plan	TOU-HLM-02-ZZ-DR-A-001000	HLM Architects
Existing Depot Layout	TOU-HLM-02-00-DR-A-001010	HLM Architects
Existing Warehouse GA Plan – Level 00	TOU-HLM-02-00-DR-A-001002	HLM Architects
Existing Warehouse GA Plan – Level 01	TOU-HLM-02-01-DR-A-001003	HLM Architects
Existing Elevations – Warehouse	TOU-HLM-02-ZZ-DR-A-003101	HLM Architects
Existing Sections – Warehouse	TOU-HLM-02-ZZ-DR-A-002001	HLM Architects
Demolition Layout	TOU-HLM-02-00-DR-A-001011	HLM Architects
Proposed Depot Layout	TOU-HLM-02-00-DR-A-001001	HLM Architects
Proposed Warehouse GA Plan	TOU-HLM-02-00-DR-A-001004	HLM Architects
Proposed Warehouse GA Plan – Level Roof	TOU-HLM-02-RF-DR-A-001005	HLM Architects
Proposed Elevations – Warehouse	TOU-HLM-02-ZZ-DR-A-003102	HLM Architects
Proposed Site Sections	TOU-HLM-02-ZZ-DR-A-002000	HLM Architects
Fire Strategy Plan	TOU-HLM-02-00-DR-A-751001	HLM Architects
Proposed Warehouse Door/Roller Shutter Elevations	TOU-HLM-02-ZZ-DR-A-255002	HLM Architects
Proposed Landscape Covered Enclosure	TOU-HLM-02-ZZ-DR-A-003103	HLM Architects
Proposed Waste Covered Enclosure	TOU-HLM-02-ZZ-DR-A-003104	HLM Architects
Proposed Salt Barn	TOU-HLM-02-ZZ-DR-A-003105	HLM Architects
Landscape Masterplan	TOU-HLM-00-00-DR-L-00010	HLM Architects
Site Outline Levels Sheet 1	OU-HLM-00-00-DR-L-00020	HLM Architects
Site Outline Levels Sheet 2	TOU-HLM-00-00-DR-L-00021	HLM Architects
Site Outline Levels Sheet 3	TOU-HLM-00-00-DR-L-00022	HLM Architects
Site Outline Levels Sheet 4	TOU-HLM-00-00-DR-L-00023	HLM Architects
Existing Landscape Sections	TOU-HLM-00-00-DR-L-00040	HLM Architects
Proposed Landscape Sections	TOU-HLM-00-00-DR-L-00041	HLM Architects
Hard Landscape Plan Sheet 1	TOU-HLM-00-00-DR-L-30001	HLM Architects
Hard Landscape Plan Sheet 2	TOU-HLM-00-00-DR-L-30002	HLM Architects
Hard Landscape Plan Sheet 3	TOU-HLM-00-00-DR-L-30003	HLM Architects
Hard Landscape Plan Sheet 4	TOU-HLM-00-00-DR-L-30004	HLM Architects
Soft Landscape Plan Sheet 1	TOU-HLM-00-00-DR-L-45001	HLM Architects
Soft Landscape Plan Sheet 2	TOU-HLM-00-00-DR-L-45002	HLM Architects
Soft Landscape Plan Sheet 3	TOU-HLM-00-00-DR-L-45003	HLM Architects
Soft Landscape Plan Sheet 4	TOU-HLM-00-00-DR-L-45004	HLM Architects
Typical Hard Landscape Details	TOU-HLM-XX-00-DR-L-30401	HLM Architects

Typical Soft Landscape Details	TOU-HLM-XX-XX-DR-L-45401	HLM Architects
Landscape Outline Specification		HLM Architects
Planting Schedule	TOU-HLM-XX-XX-SH-L-45005	HLM Architects

TABLE 1.1: APPLICATION DOCUMENTS AND PLANS

2 SITE CONTEXT

2.1 THE APPLICATION SITE

- 2.1.1 The application site is located approximately 2.15km to the northwest of Wokingham and is immediately south of the A329(M) and Junction 10 on the M4 (also known as Winnersh Interchange). The site can be seen in the aerial image below.



FIGURE 2.1: AERIAL IMAGE OF THE SITE (COURTESY OF GOOGLE EARTH)

- 2.1.2 The site is approximately 2.1 hectares and currently consists of the existing Toutley Depot which is proposed to undergo renewal as part of this application. The buildings on site are a mixture of double height workshops utilised for the repair and maintenance associated with Wokingham Borough Council's operations contractors, such as highways, waste pick-up, street cleaning and green spaces maintenance, single storey temporary buildings for administrative and welfare, and other lightweight structures ancillary to operations.
- 2.1.3 The site is accessed from Old Forest Road to the northwest of the site and has good access to the local and strategic highway network, especially access to the wider Wokingham area.
- 2.1.4 It is bounded to the north by the A329(M), Toutley Industrial Estate and the Toutley Depot Offices to the west, greenfield agricultural land to the east and the Ashridge Stream to the south.

2.2 SITE HISTORY

- 2.2.1 A review of Wokingham Borough Council's Planning Application search revealed that the site has been subject to multiple planning applications, which are listed in the table below.

REFERENCE	DESCRIPTION	DECISION
950059	Renewal Of Permission 36991 For The Siting Of 3 Mobile Units.	Approved 15/01/1996
960047	Proposed Erection Of 22.5m High Cellnet Radio Mast And Associated Equipment	Withdrawn 05/03/1996
981487	Proposed Replacement Of Existing 15 Metre Tower With 22.5 Metre Tower Plus Additional Compound	Approved 06/05/1998
981804	Renewal Of Temporary Permission For Siting Of Three Mobile Units (95/63042/T)	Approved 03/09/1998
001738	Proposed upgrading of existing telecommunications site with addition of equipment cabin and extension to compound.	Approved 21/11/2000
022075	Consultation from the Environment Agency on application for fridge storage licence.	No objections 12/12/2002
110432	Application for a Screening Opinion for an Environmental Impact Assessment for proposed development of a Materials Recycling Facility (MRF) and Waste Transfer Station (WTS)	Replied 18/01/2012
172876	Full application for the proposed continued operation of a concrete batching plant with ancillary development, sale of concrete products and skip hire service whilst retaining the existing waste transfer station and Depot uses.	Refused 10/01/2018
190594	Withdrawn Appeal against an Enforcement Notice (no details)	Withdrawn 15/05/2019
193206	Full planning application for the demolition of all existing structures at Toutley Depot to permit the phased construction of a replacement Depot including works buildings, storage, a new office accommodation block, ancillary drainage, landscaping, security fencing, surface parking and associated works.	Approved 13/02/2020
210359	Screening Opinion application for an Environmental Impact Assessment for the proposed development of the site comprising around 130 dwellings and a 70 bed dementia care home, plus creation of new access.	Replied 13/05/2021
211777	Outline application for up to 130 residential units and a 70 bed care home (all matters reserved except access to the site).	Approved 19/12/2022
223777	Application for submission of details to comply with the following condition of planning consent 211777 dated 19/12/2022. Condition 2 Phasing 22 Communications Plan 23 Noise 24 External Noise 37 Archaeology 38 Parking Management Strategy	Approved 18/11/2025
223778	Application for the approval of reserved matters pursuant to outline planning consent 211777 for the erection of up to 130 residential units and a 70 bed care home (all matters reserved except access to the site). Reserved matter to be considered Access, Appearance, Landscaping, Layout and Scale. Phase 1.	Withdrawn 18/11/2025
230309	Application for submission of details to comply with the following condition of planning consent 193206 dated 13/02/20. Condition 6 relates to submission of a Construction Environmental Management Plan (CEMP).	Approved 17/04/2023

230409	Application for submission of details to comply with the following condition of planning consent 193206 dated 13/02/2020. Condition 23. Employment Skills Plan.	Approved 25/09/2023
230403	Application for submission of details to comply with the following condition of planning consent 193206 dated 13/02/2020. Condition 10. Protection of Trees.	Approved 30/03/2023
230762	Application for submission of details to comply with the following condition 24 of planning consent [193206] dated [13/2/2020] Condition 24 refers to Contaminated Land and scheme of remediation.	Approved 17/04/2023
231416	Application for non-material amendment to planning consent(193206) 1.To allow change of roof design from double pitch to mono pitch to facilitate a larger surface area for PV solar panel array; 2. Minor variation to car park layout cutting into bank in SW corner to provide 4 Nr additional spaces in main car park area, these additional spaces will allow 4 less spaces required in other parking area so same total spaces as per original permission; 3. Minor fenestration changes to elevations.	Approved 25/09/2023
241178	Application for submission of details to comply with the following condition of planning consent 193206 dated 13/02/2020. Condition 3 relates to external materials.	Approved 29/07/2024
251763	Application for non-material amendment to planning consent 211777 to allow variation of condition 40 (provision of an emergency access).	Approved 13/11/2025

TABLE 2.1: PLANNING HISTORY OF THE SITE

The Previous Application

- 2.2.2 The existing Depot was considered no longer fit for purpose, and as such an application was submitted (ref. 193206) for its redevelopment in December 2019. This application was granted permission on the 13th February 2020 for:

'Full planning application for the demolition of all existing structures at Toutley Depot to permit the phased construction of a replacement Depot including works buildings, storage, a new office accommodation block, ancillary drainage, landscaping, security fencing, surface parking and associated works.'

- 2.2.3 The Council have since redeveloped the office area of the site, highlighted in yellow below. However, instead of completely redeveloping the Depot, the Council has taken the decision to rationalise the proposed changes to the Depot. This was following a review which determined that the retention of one of the existing warehouses and the introduction of a racking system within it would adequately meet the internal storage needs required by the various stakeholders. As such, this planning application now seeks to secure this amended approach to the Depot.

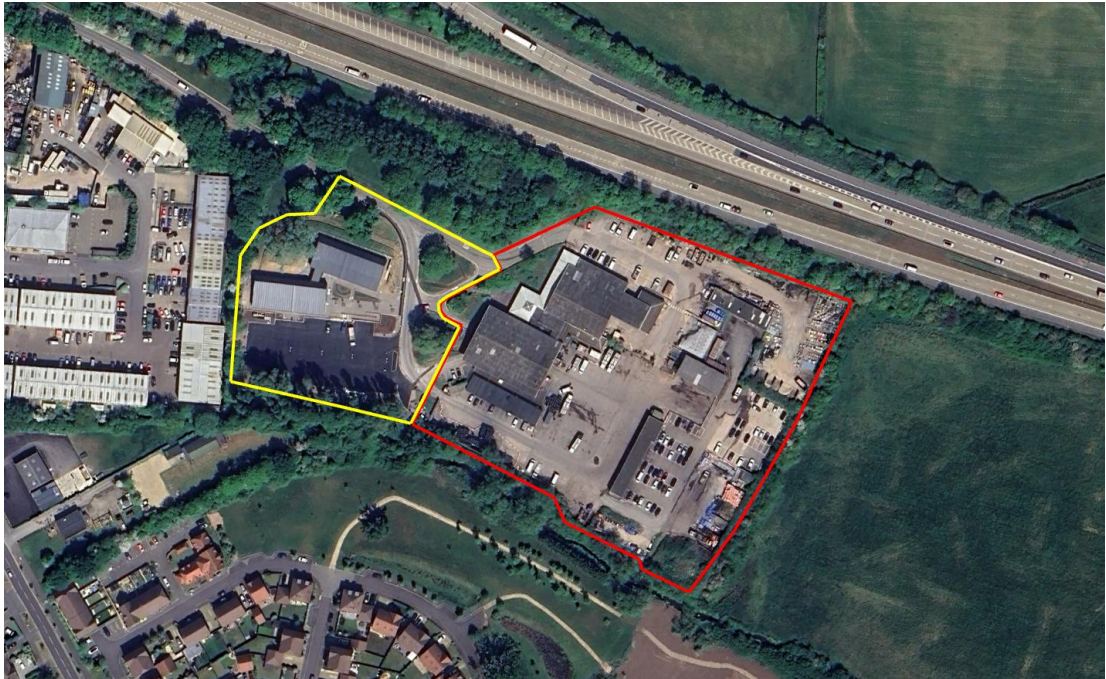


FIGURE 2.2: AERIAL IMAGE OF THE WIDER TOUTLEY DEPOT (COURTESY OF GOOGLE EARTH)

2.3 SITE CONSTRAINTS

- 2.3.1 The site is located within the North Wokingham Strategic Development Area.
- 2.3.2 The site is also within Flood Zones 1, 2 and 3, but is mostly located within Flood Zone 1. The figure below shows the extent of the Flood Zone 2 and 3 areas on the site and highlights the anticipated change in flooding between 2070 and 2125 due to Climate Change. The south of the site is prone to flooding likely due to the watercourse immediately adjacent to the site.

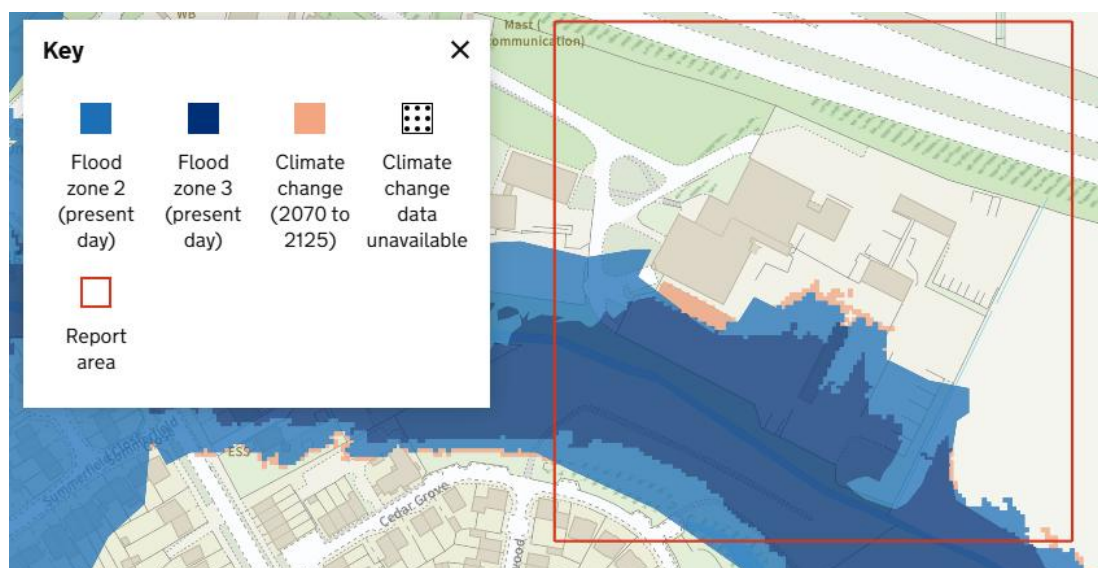


FIGURE 2.3: FLOOD ZONE MAP FOR PLANNING (COURTESY OF GOV.UK)

- 2.3.3 The two figures below highlight the annual likelihood of surface water flooding at the site.

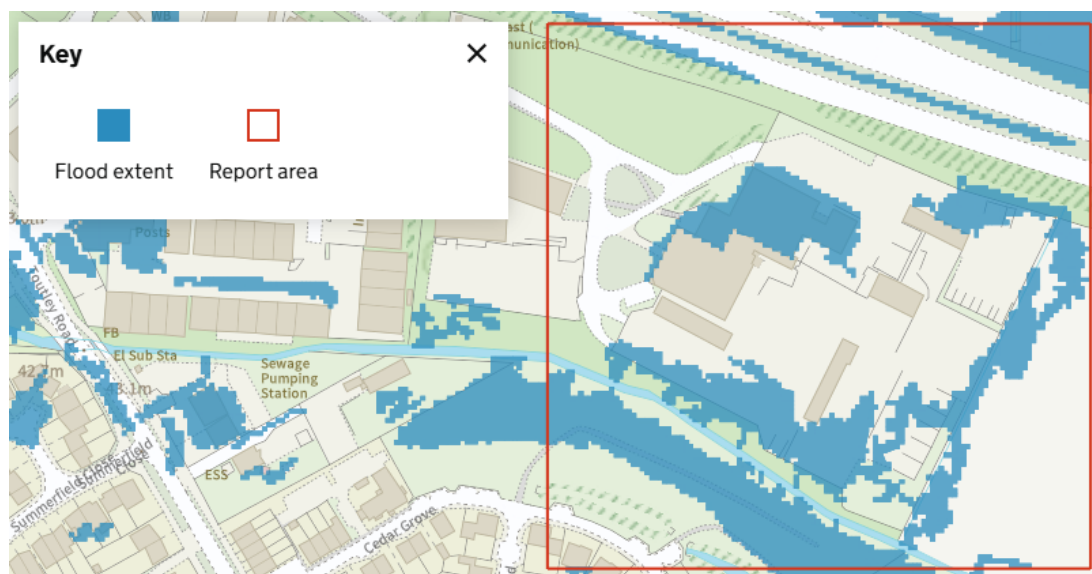


FIGURE 2.4: ANNUAL LIKELIHOOD OF SURFACE WATER FLOODING – 1 IN 1000 (COURTESY OF GOV.UK)

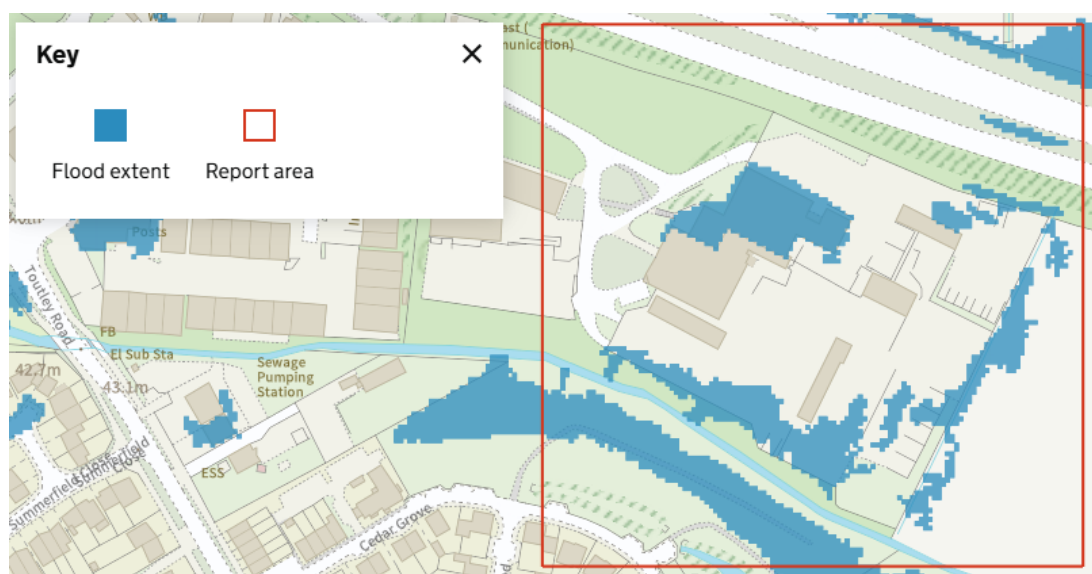


FIGURE 2.5: ANNUAL LIKELIHOOD OF SURFACE WATER FLOODING – 1 IN 30 (COURTESY OF GOV.UK)

- 2.3.4 The Council's interactive planning map also highlighted that if the proposed works at the Depot consisted of demolition works, then the application would be required to undertake bat surveys. An ecological survey has been undertaken with bat survey to be undertaken during the appropriate season.
- 2.3.5 The site is also located within a Minerals Consultation Zone, Contaminated Land Zone and Ground Water Protection Zone. Additionally, it is on the edge of the Impact Risk Zone for the Broadmoor to Bagshot Woods and Heaths Site of Special Scientific Interest (SSSI) and is within 7km of the Thames Basin Heaths Special Protection Area (SPA), both located on the same land to the southeast of the site. The location of the SPA and SSSI can be seen in the figure below.

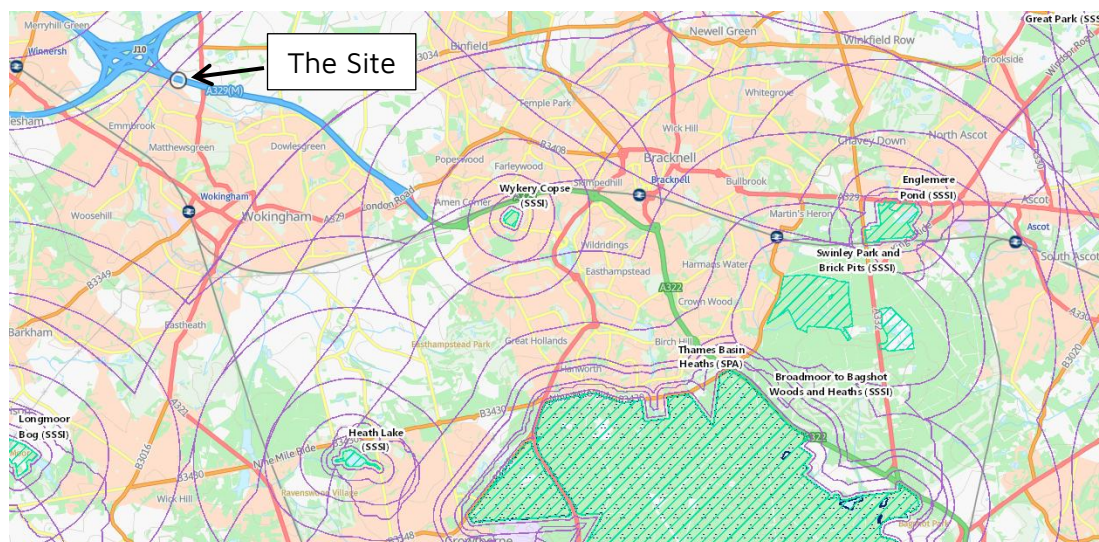


FIGURE 2.6: NEARBY SSSIS AND SPAS (COURTESY OF MAGIC MAPS)

- 2.3.6 The figure above also identifies smaller nearby Sites of Special Scientific Interest. The proposed development site lies outside the associated impact risk zones for these designated sites.
- 2.3.7 Finally, whilst the designations are not on site, there are trees with Tree Preservation Orders (TPOs) immediately south of the site, and the wider Toutley Depot Site (the administrative and welfare blocks and access to the site) immediately west of the site has a blanket TPO across the trees within that area. These designations can be seen in the figure below.

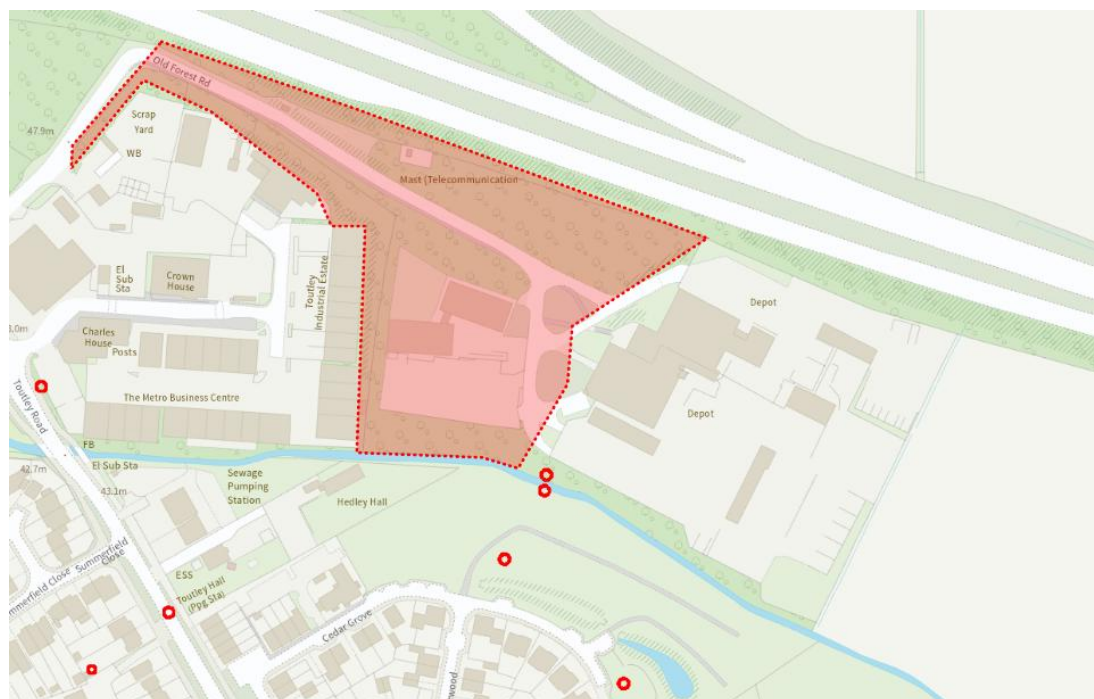


FIGURE 2.7: TREE PRESERVATION ORDERS (COURTESY OF WOKINGHAM BOROUGH COUNCIL)

- 2.3.8 In accordance with the adopted development plan, the Depot is designated as a Core Employment Area (seen in purple below) under policy CP15 of the Core Strategy and TB11 of the Managing Development Delivery Local Plan.

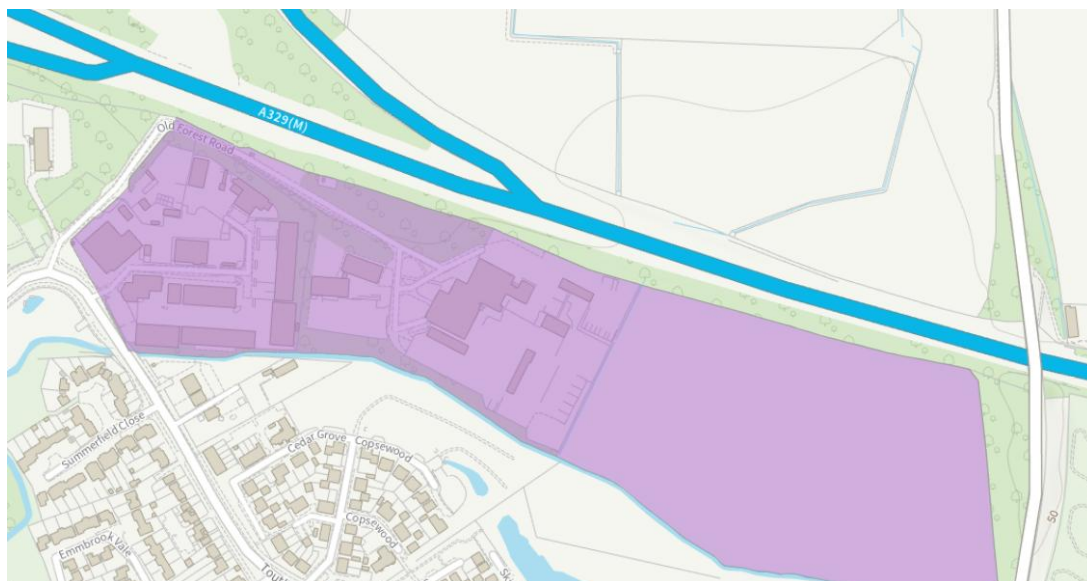


FIGURE 2.8: CORE EMPLOYMENT AREA (COURTESY OF WOKINGHAM BOROUGH COUNCIL)

- 2.3.9 The site is also designated as a Major Development Location (also seen in purple below) under policy CP9 of the Core Strategy.

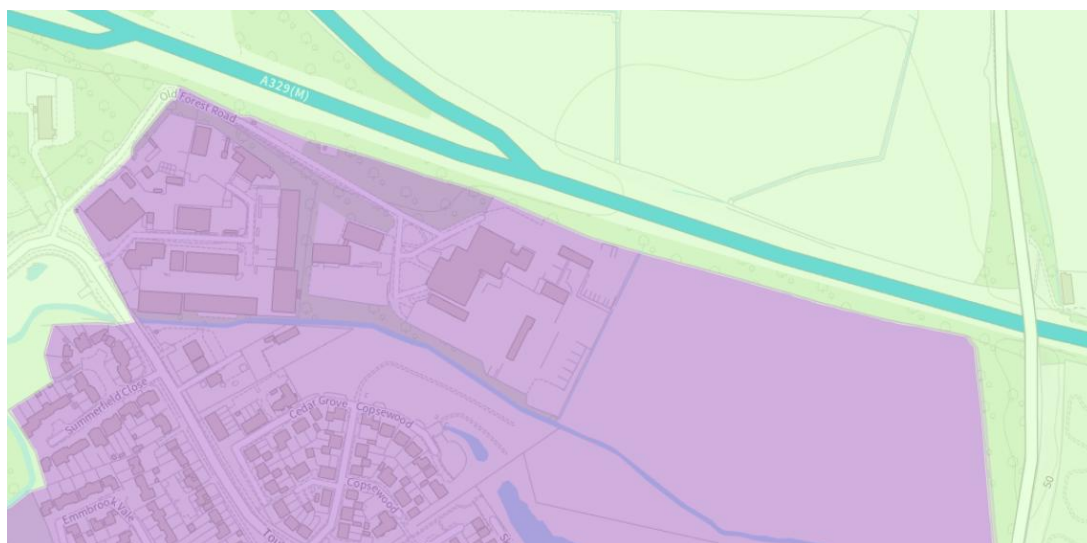


FIGURE 2.9: MAJOR DEVELOPMENT LOCATIONS (COURTESY OF WOKINGHAM BOROUGH COUNCIL)

- 2.3.10 Finally, the site is also allocated as a Strategic Development Location within North Wokingham (seen in orange below) under policy CP20 of the Core Strategy.

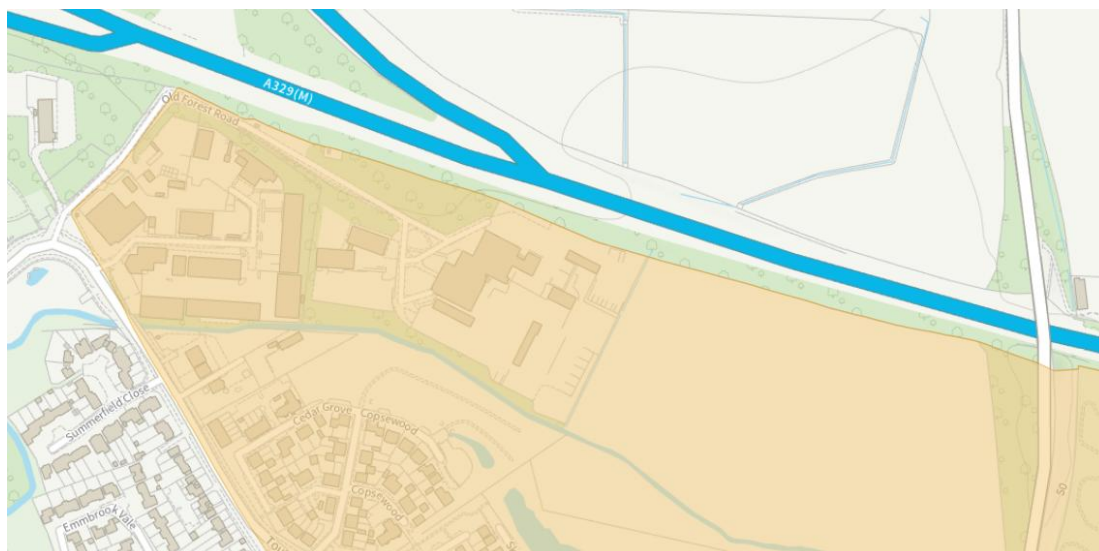


FIGURE 2.10: STRATEGIC DEVELOPMENT LOCATION (COURTESY OF WOKINGHAM BOROUGH COUNCIL)

3 PROPOSED DEVELOPMENT

3.1 OVERVIEW

- 3.1.1 Full planning permission is sought for the reconfiguration of the Toutley Depot, which comprises of the demolition of all existing structures except the largest of two warehouses. This warehouse will instead be stripped back to its steel frame and reclad to match the appearance of the completed administration/welfare block. The Depot itself will be reconfigured to provide parking, external storage and ancillary functions to the operators, utilising existing hardstanding where possible.
- 3.1.2 New fencing will be introduced around the full perimeter of the Depot to improve security, and new below-ground drainage systems will be installed to alleviate localised flooding to the south-east of the site. The development will also include minor landscaping improvements.
- 3.1.3 It is anticipated that these works will improve the working conditions within the Depot and will create a more efficient and less hazardous environment, whilst ensuring that the long-term needs of the borough are met.
- 3.1.4 The formal description of the development is as follows:
- "Demolition of existing structures and buildings, retention and recladding of existing warehouse, reconfiguration of existing Depot to provide parking, external storage, fuel pump, washdown facilities and hot box, including erection of salt-barn, along with fencing, vehicle barrier, landscaping, access and associated works."*
- 3.1.5 The proposed Depot layout utilises the existing large warehouse, by recladding it to match the redeveloped administrative and welfare blocks to the west.
- 3.1.6 Figure 3.1 below shows the previously approved layout plan of the Depot under application ref: 193206, and figure 3.2 shows the proposed layout of the Depot in this application.
- 3.1.7 The previously approved layout plan was for the full demolition of the existing site, and the phased redevelopment of the Depot including two large works and storage buildings, ancillary drainage, landscaping, security fencing, surface parking and associated works.
- 3.1.8 The proposed layout plan proposes to retain the large warehouse in the centre of the Depot, with additional proposed storage buildings located across the Depot and a new salt barn proposed to the east of the site. As such, it is considered that the proposed development will provide the same facilities as the previous application but will be more cost efficient through re use of existing buildings.

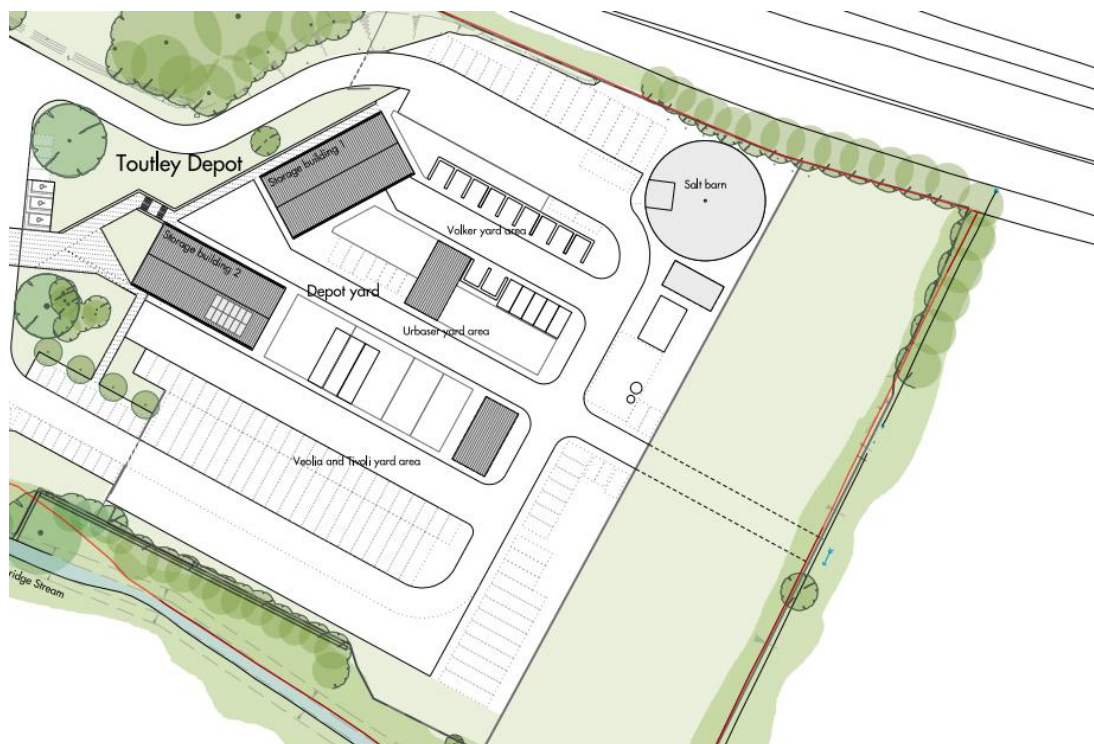


FIGURE 3.1: PREVIOUSLY APPROVED LAYOUT OF THE DEPOT (COURTESY OF ALLIES AND MORRISON LLP)



FIGURE 3.2: NEW PROPOSED LAYOUT OF THE DEPOT (COURTESY OF HLM ARCHITECTS)

3.2 PARKING & ACCESS

- 3.2.1 The development also proposes a new arrangement for parking and access, in order to provide the required fleet parking and create a more efficient and less hazardous environment.
- 3.2.2 As seen in figure 3.2 above, vehicles will enter through the northwestern access (indicated by the cyan arrow above) and exit through the southwestern access (indicated by the red arrow above). The dark purple arrow shows the flow of traffic through the site, circulating in a one-way clockwise direction. Contra-flow has been limited within the Depot to operational areas off of the main circulation in order to avoid conflict and improve safety.
- 3.2.3 The light purple arrows highlight a secondary circulation through site, which enters into the warehouse and leaves the site through an access on the other side. Parking for the fleet can be found across the site (shown in beige).
- 3.2.4 Additionally, it is anticipated that the majority of the pedestrian movement will be to and from the administration and welfare block to the west of the site. As such, the pedestrian access will be retained (shown by the black arrow above) through a secure gate.

4 PLANNING POLICY CONTEXT

4.1 INTRODUCTION

- 4.1.1 Under the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, applications for planning permission are required to be determined in accordance with the provisions of the Development Plan in force unless material considerations indicate otherwise.
- 4.1.2 This section sets out the relevant policies of the statutory Development Plan and refers to any other material considerations that should be taken into account in determining this application.
- 4.1.3 This section highlights relevant policies applicable to the application at hand, policies are then explored in further detail within the below section.
- 4.1.4 The adopted development plan for Wokingham Borough Council (WBC) currently comprises of the following documents:
 - (1) WBC's Core Strategy Development Plan Document (adopted 29th January 2010)
 - (2) WBC's Managing Development Delivery Local Plan (adopted 21st February 2014)
- 4.1.5 Other material planning considerations include:
 - (1) The National Planning Policy Framework (2024)
 - (2) North Wokingham SDL SPD (adopted October 2011)
 - (3) Sustainable Design and Construction SPD (adopted May 2010)
 - (4) Borough Design Guide (adopted June 2012)

4.2 WBC'S CORE STRATEGY DEVELOPMENT PLAN DOCUMENT (2010)

- 4.2.1 The Wokingham Borough Council's Core Strategy Development Plan Document was adopted on the 29th January 2010. It sets out the vision for the borough and the policies to guide future development up until 2026. The following policies are considered relevant to the application.
- 4.2.2 **Policy CP1 – Sustainable Development:** States that planning permission will be granted for development proposals that:
 - (1) Maintain or enhance the high quality of the environment;
 - (2) Minimise the emission of pollutants into the wider environment;
 - (3) Limit any adverse effects on water quality (including ground water);

- (4) Ensure the provision of adequate drainage;
- (5) Minimise the consumption and use of resources and provide for recycling;
- (6) Incorporate facilities for recycling of water and waste to help reduce per capita water consumption;
- (7) Avoid areas of best and most versatile agricultural land;
- (8) Avoid areas where pollution (including noise) may impact upon the amenity of future occupiers;
- (9) Avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater);
- (10) Provide attractive, functional, accessible, safe, secure and adaptable schemes;
- (11) Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and
- (12) Contribute towards the goal of reaching zero-carbon developments as soon as possible by:
 - (a) Including appropriate on-site renewable energy features; and
 - (b) Minimising energy and water consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account of microclimate so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form.

4.2.3 **Policy CP2 – Inclusive Communities:** Discusses how to ensure that new development contributes to the provision of sustainable and inclusive communities (including the provision of community facilities) to meet long term needs.

4.2.4 **Policy CP3 – General Principles for Development:** Sets out that planning permission will be granted for proposals that:

- (a) Are of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life;
- (b) Provide a functional, accessible, safe, secure and adaptable scheme;
- (c) Have no detrimental impact upon important ecological, heritage, landscape (including river valleys) or geological features or water courses.
- (d) Maintain or enhance the ability of the site to support fauna and flora including protected species;
- (e) Use the full potential of the site and contribute to the support for suitable complementary facilities and uses;

- (f) Contribute to a sense of place in the buildings and spaces themselves and in the way they integrate with their surroundings (especially existing dwellings) including the use of appropriate landscaping;
- (g) Provide for a framework of open space in secure community use achieving at least 4.65 ha/1,000 population provision together with recreational/sporting facilities in addition to private amenity space;
- (h) Contribute towards the provision of an appropriate sustainable network of community facilities;
- (i) Do not lead to a net loss of dwellings and other residential accommodation or land; and
- (j) Do not lead to a loss of community or recreational facilities/land or infrastructure unless suitable alternative provision is available.

Development proposals will be required to demonstrate how they have responded to the above criteria through the submission of Design and Access Statements, clear and informative plans, elevations and street scenes and where required Masterplans, Development Briefs, Concept Statements and Design Codes.

- 4.2.5 **Policy CP4 – Infrastructure Requirements:** States that planning permission will not be granted unless appropriate arrangements for the improvement of provision of infrastructure, services, community and other facilities required for the development taking account of the cumulative impact of schemes are agreed.

Arrangements for provision or improvement to the required standard will be secured by planning obligations or condition if appropriate.

- 4.2.6 **Policy CP6 – Managing Travel Demand:** Sets out that planning permission will be granted for schemes that:

- (a) Provide for sustainable forms of transport to allow choice;
- (b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
- (c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;
- (d) Provide appropriate vehicular parking, having regard to car ownership;
- (e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
- (f) Enhance road safety; and
- (g) Do not cause highway problems or lead to traffic related environmental problems.

- 4.2.7 **Policy CP7 – Biodiversity:** Discusses how sites designated as of importance for nature conservation at an international or national level will be conserved and

enhanced and inappropriate development will be resisted. The degree of protection given will be appropriate to the status of the site in terms of international or national importance.

Development:

- (a) Which may harm county designated sites (Local Wildlife Sites in Berkshire), whether directly or indirectly, or
- (b) Which may harm habitats or, species of principle importance in England for nature conservation, veteran trees or features of the landscape that are of major importance for wild flora and fauna (including wildlife and river corridors), whether directly or indirectly, or
- (c) That compromises the implementation of the national, regional, county and local biodiversity action plans.

Will only be permitted if it has been clearly demonstrated that the need for the proposal outweighs the need to safeguard the nature conservation importance, that no alternative site that would result in less or no harm is available which will meet the need and:

- (i) Mitigation measures can be put in place to prevent damaging impacts; or
- (ii) Appropriate compensation measures to offset the scale and kind of losses are provided.

4.2.8 **Policy CP8 – Thames Basin Heaths Special Protection Area:** States that development which alone or in combination is likely to have a significant effect on the Thames Basin Heaths Special Protection Area will be required to demonstrate that adequate measures to avoid and mitigate any potential adverse effects are delivered.

4.2.9 **Policy CP9 – Scale and Location of Development Proposals:** Sets out that the scale of development proposals in Wokingham Borough must reflect the existing or proposed levels of facilities and services at or in the location, together with their accessibility.

4.2.10 **Policy CP15 – Employment Development:** Discusses how development for business, industry or warehousing will be permitted, including the expansion or intensification or existing employment uses provided it is within one of the following Core Employment Areas:

- (1) Green Park Business Park, Reading;
- (2) Headley Road East, Woodley;
- (3) Hogwood Industrial Estate, Park Lane, Finchampstead;
- (4) Molly Millars Industrial Estate, Wokingham;
- (5) Ruscombe Business Park, Ruscombe;
- (6) Sutton's Industrial Estate, Earley;

- (7) Thames Valley Business Park, Earley;
- (8) Toutley Industrial Estate, Wokingham; or
- (9) Winnersh Triangle Business Park, Winnersh.

All proposals for employment development (including offices in line with Policies CP13 and CP14) will include mitigation commensurate with the impact of the development on the demand for housing, labour, skills, traffic and highways.

4.3 WBC'S MANAGING DEVELOPMENT DELIVERY LOCAL PLAN (2014)

4.3.1 The Managing Development Delivery Local Plan (MDD) sets out additional detail to the policies set out within the Core Strategy. In combination, these two documents set out how the borough will develop up until 2026. The following policies are considered relevant to the application.

4.3.2 **Policy CC01 – Presumption in Favour of Sustainable Development:** This policy states that:

- (1) Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
- (2) Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:
 - (a) Any adverse impacts of planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (NPPF) taken as a whole; or
 - (b) Specific policies in the National Planning Policy Framework indicate that development should be restricted.

4.3.3 **Policy CC02 – Development Limits:** Discusses how:

- (1) Development limits for each settlement are defined on the Policies Map.
- (2) Planning permission for proposals at the edge of settlements will only be granted where they can demonstrate that the development, including boundary treatments, is within development limits and respects the transition between the built up area and the open countryside by taking account of the character of the adjacent countryside and landscape.
- (3) Development proposals within the areas allocated as SDL in the adopted Core Strategy (policies CP18-21) will be permitted that are within the identified development limits unless an acceptable alternative has been agreed through the granting of planning permission accompanied by a deliverable SDL-wide:

- (a) Comprehensive masterplan; and
- (b) Infrastructure Delivery Plan which:
 - (i) Ensures that the applicant funds and delivers an appropriate share of the SDL infrastructure; and
 - (ii) Does not prejudice the comprehensive delivery and implementation of the wider SDL.

4.3.4 **Policy CC03 – Green Infrastructure, Trees and Landscaping:** Sets out that:

- (1) Green Routes and Green Route Enhancement Areas are defined on the Policies Map.
- (2) Development proposals should demonstrate how they have considered and achieved the following criteria within scheme proposals:
 - (a) Provide new or protect and enhance the Borough's Green Infrastructure networks, including the need to mitigate potential impacts of new development;
 - (b) Promote accessibility, linkages and permeability between and within existing green corridors including public rights of way such as footpaths, cycleways and bridleways;
 - (c) Promote the integration of the scheme with any adjoining public open space or countryside;
 - (d) Protect and retain existing trees, hedges and other landscape features;
 - (e) Incorporate high quality, ideally, native planting and landscaping as an integral part of the scheme.
- (3) Development proposals which would result in the loss, fragmentation or isolation of areas of green infrastructure will not be acceptable.
- (4) Development proposals within the River Valley areas shall improve or contribute toward:
 - (a) The establishment of a Loddon/ Blackwater riverside footpath and bridleway, as defined on the Policies Map, to accommodate dual use;
 - (b) The establishment of a riverside footpath and cycleway to accommodate dual use along the Emm Brook;
 - (c) Opportunities for improvements to green infrastructure to help minimise flood risk.

4.3.5 **Policy CC04: Sustainable Design and Construction:** States that planning permission will only be granted for proposals that seek to deliver high quality sustainably designed and constructed developments by:

- (1) In respect of all new homes:

- (a) Seeking to achieve the requirements of the full Code of Sustainable Homes Level 4;
 - (b) Meet internal potable water consumption targets of 105 litres or less per person per day (As part of the requirement to meet full Code for Sustainable Homes Level 4).
- (2) All new non-residential proposals of more than 100 sq m gross non-residential floorspace shall at least:
 - (a) Achieve the necessary mandatory Building Research Establishment Assessment Method (BREEAM) requirements or any future national equivalent;
 - (b) Meet or exceed statutory requirements for water resource management.
- (3) All development, including conversions, alterations and extension shall incorporate suitable waste management facilities, including on-site recycling.

4.3.6 **Policy CC05 – Renewable Energy and Decentralised Energy Networks:**
Discusses how:

- (1) Local opportunities to contribute towards decentralised energy supply from renewable and low-carbon technologies will be encouraged;
- (2) Planning permission will only be granted for proposals that deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology where the development is for:
 - (a) Schemes of more than 10 dwellings (gross), or
 - (b) Non-residential proposals of more than 1,000 sq m gross floorspace.
- (3) Proposals for renewable energy and decentralised energy works, including wind turbines, must demonstrate that:
 - (a) They are appropriate in scale, location and technology type;
 - (b) Are compatible with the surrounding area, including the impact of noise and odour;
 - (c) Do not have a damaging impact on the local topography and landscape;
 - (d) There is no significant impact upon heritage assets, including views important to their setting;
 - (e) In the case of wind turbines, take account of their cumulative effect and properly reflect their increasing impact on the landscape and on local amenity.

4.3.7 **Policy CC06 – Noise:** This policy sets out that:

- (1) Proposals must demonstrate how they have addressed noise impacts to protect noise sensitive receptors (both existing and proposed) from noise impacts in line with Appendix 1 of the MDD.
- (2) Noise impact of the development must be assessed. Where there is no adverse impact (No Observed Effect Level) then noise will not be a material consideration.
- (3) Where there is an adverse effect (Lowest Observed Adverse Effect Level to Significant Observed Adverse Effect Level), then
 - (a) The development layout must be reviewed. Where this results in there no longer being an adverse impact then design and mitigation measures should be incorporated accordingly.
 - (b) Where there is still an adverse impact then internal layout must be reviewed. Where this results in there no longer being an adverse impact then design and measures should be incorporated accordingly.
 - (c) Where there is still an adverse impact then physical mitigation measures such as barriers/mechanical ventilation must be reviewed. Where this results in there no longer being an adverse impact then design and mitigation measures should be incorporated accordingly.
 - (d) Where there is still an adverse impact and the development falls within the significant observed adverse effect level then planning permission will normally be refused.

4.3.8 **Policy CC07 – Parking:** States that:

- (1) Planning permission will only be granted where the proposal demonstrates the following:
 - (a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD;
 - (b) That the new scheme retains an appropriate overall level of off-street parking.

4.3.9 **Policy CC09 – Development and Flood Risk (from all sources):** Discusses how:

- (1) All sources of flood risk, including historic flooding, must be taken into account at all stages and to the appropriate degree at all levels in the planning application process to avoid inappropriate development in areas at risk of flooding. Proposals must be consistent with the guidance in paragraphs 99-104 of the National Planning Policy Framework (NPPF); the Technical Guidance to the NPPF and demonstrate how they have used the Strategic Flood Risk Assessment (SFRA) to determine the suitability of the proposal.
- (2) Development proposals in Flood Zones 2 or 3 must take into account the vulnerability of proposed development.

- (3) Development must be guided to areas of lowest flood risk by applying the sequential approach taking into account flooding from all sources and shall ensure flood risk is not worsened for the application site and elsewhere, and ideally that betterment of existing conditions is achieved. The sequential test will not be required if at least one of the following applies:
 - (a) Replacement of an existing single residential property. However, the replacement property should, where possible, be located on the part of the site at lowest risk;
 - (b) Conversions and change of use unless it involves a change to a more vulnerable class;
 - (c) Minor development, as defined in footnote 10 of the Technical Guidance Note to the NPPF.
- (4) In exceptional circumstances, new development in areas of flood risk will be supported where it can be demonstrated that:
 - (a) The development provides wider sustainability benefits to the community that outweigh flood risk;
 - (b) The development will:
 - (i) Be safe for its lifetime, taking account of the vulnerability of its users;
 - (ii) Not increase flood risk in any form elsewhere and, where possible, will reduce flood risk overall;
 - (iii) Incorporate flood resilient and resistant measures into the design.
 - (c) Appropriate evacuation and flood response procedures are in place to manage the residual risk associated with an extreme flood event.
- (5) Where required, suitable and appropriately detailed flood risk information will need to accompany a planning application. A Flood Risk Assessment (FRA) is required for:
 - (a) All proposals in areas of known historic flooding from all sources;
 - (b) Where there is evidence of a risk from all sources of flooding identified in the Strategic Flood Risk Assessment;
 - (c) Those proposals set out in footnote 20 to paragraph 103 of the NPPF.

4.3.10 Policy CC10 – Sustainable Drainage: Sets out that:

- (1) All development proposals must ensure surface water arising from the proposed development including taking into account climate change is managed in a sustainable manner. This must be demonstrated through:
 - (a) A Flood Risk Assessment, or

(b) Through a Surface Water Drainage Strategy.

(2) All development proposals must:

- (a) Reproduce greenfield runoff characteristics and return run-off rates and volumes back to the original greenfield levels, for greenfield sites and for brownfield sites both run-off rates and volumes be reduced to as near greenfield as practicably possible.
- (b) Incorporate Sustainable Drainage Systems (SuDS), where practicable, which must be of an appropriate design to meet the long term needs of the development and which achieve wider social and environmental benefits.
- (c) Provide clear details of proposed SuDS including the adoption arrangements and how they will be maintained to the satisfaction of the Council [as the Lead Local Flood Authority (LLFA)]
- (d) Not cause adverse impacts to the public sewerage network serving the development where discharging surface water to a public sewer.

4.3.11 **Policy TB11 – Core Employment Areas:** States that Core Employment Areas are listed in Policy CP15 – Employment Development of the Core Strategy and are defined on the Policies Map.

4.3.12 **Policy TB12 – Employment Skills Plan:** Discusses how proposals for major development should be accompanied by an Employment and Skills plan to show the proposal accords opportunities for training, apprenticeships or other vocational initiatives to develop local employability skills required by developers, contractors or end users of the proposal.

4.3.13 **Policy TB21 – Landscape Character:** Sets out that:

- (1) Proposals must demonstrate how they have addressed the requirements of the Council's Landscape Character Assessment, including the landscape quality; landscape strategy; landscape sensitivity and key issues.
- (2) Proposals shall retain or enhance the condition, character and features that contribute to the landscape.

4.3.14 **Policy TB23 – Biodiversity and Development:** States that:

- (1) Sites of national or international importance are shown and sites of local importance are defined on the Policies Map.
- (2) Planning permission for development proposals will only be granted where they comply with policy CP7 – Biodiversity of the Core Strategy and also demonstrate how they:
 - (a) Provide opportunities, including through design, layout and landscaping to incorporate new biodiversity features or enhance existing.

- (b) Provide appropriate buffer zones between development proposals and designated sites as well as habitats and species of principle importance for nature conservation.
- (c) Ensure that all existing and new developments are ecologically permeable through the protection of existing and the provision of new continuous wildlife corridors, which shall be integrated and linked to the wider green infrastructure network.

4.3.15 **Policy SAL07 – Sites within Development Limits allocated for Employment/Commercial Development:** This policy sets out the sites (as defined on the Policies Map) that are allocated for employment/commercial uses. New employment/commercial uses will be permitted on a list of sites, including Toutley Industrial Estate, Wokingham for the delivery of around 22,100 sq m of B Class uses.

4.4 NATIONAL PLANNING POLICY FRAMEWORK (2024)

- 4.4.1 The National Planning Policy Framework (NPPF) was most recently revised on 12th December 2024. It sets out the Government's planning policies for England and how these should be applied and is a material consideration when determining planning applications.
- 4.4.2 **Paragraph 7** states that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 4.4.3 **Paragraph 8** sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). The economic objective of sustainable development means 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, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- 4.4.4 **Paragraph 11** discusses how plans and decisions should apply a presumption in favour of sustainable development.
- 4.4.5 **Paragraph 13** states the application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.
- 4.4.6 **Paragraph 48** sets out that applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 4.4.7 **Paragraph 85** discusses how 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.

4.4.8 **Paragraph 88** states that planning policies and decision should enable:

- (a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings;
- (b) the development and diversification of agricultural and other land-based rural businesses;
- (c) sustainable rural tourism and leisure developments which respect the character of the countryside; and
- (d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

4.4.9 **Paragraph 96** states that planning policies and decisions should aim to achieve healthy, inclusive and safe places.

4.4.10 **Paragraph 110** states 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.

4.4.11 **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 would be severe.

4.4.12 **Paragraph 124** states 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. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

4.4.13 **Paragraph 131** sets out 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.

4.4.14 **Paragraph 135** states that planning policies and decisions should ensure that developments:

- (a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- (b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- (c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- (d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- (e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- (f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

4.4.15 **Paragraph 181** states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.

4.4.16 **Paragraph 182** states that applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal.

4.4.17 **Paragraph 187** outlines that planning policies and decisions should contribute to and enhance the natural and local environment.

4.5 SUPPLEMENTARY PLANNING DOCUMENTS

4.5.1 These documents further explain policies contained within the Wokingham Borough Council development plan. The supplementary planning documents below are considered relevant to the application.

North Wokingham Strategic Development Location (2011)

4.5.2 This Strategic Development Location (SDL) Supplementary Planning Document (SPD) aims to enable infrastructure rich, high quality design solutions which the Council, Developers and Residents can be proud of when completed.

4.5.3 Key Design Principle 5 discusses the Design of Employment Areas, highlighting how the Core Strategy allows for the expansion of Toutley Industrial Estate. Design Principle 5a(i) requires the extension of the Toutley Industrial Estate to be laid out so that it is easily accessible from surrounding residential areas. Principles governing street design set out in this document apply equally to all employment areas.

Sustainable Design and Construction (2010)

- 4.5.4 This SPD promotes the use of sustainable techniques (including renewable energy technologies) and materials in the construction of buildings and structures. It sets out 12 sustainability issues that should be considered as part of an application. These are set out below:

- (1) Adhering to National Codes on Construction Standards
- (2) Minimising Energy Consumption
- (3) On-site Decentralised/Renewable/Low Carbon Energy Generation
- (4) Water Resource Management
- (5) Flood Risk Management
- (6) Biodiversity
- (7) Waste, Recycling and Composting
- (8) Cyclist Facilities and Parking
- (9) Air, Noise and Light Pollution and Land Affected By Contamination
- (10) Responsibly sourced and Recycled Materials
- (11) Site Waste Management Plans
- (12) Construction Pollution

Borough Design Guide (2012)

- 4.5.5 The Borough Design Guide aims to encourage developers to bring forward well designed developments which complement and build upon the character of that immediate area. For non-residential development, the following criteria are relevant:

- (1) **NR1:** Non-residential development should be designed to respond to and exploit key features or characteristics of the site and the local context.
- (2) **NR2:** Non-residential development should be designed to contribute towards improving the character and quality of the area. Proposals will be required to demonstrate the appropriateness of the approach in each case.
- (3) **NR3:** Developments must be arranged to create a positive impression on arrival for people arriving by all modes of transport.
- (4) **NR4:** Buildings should address the street.
- (5) **NR5:** Building height, bulk and massing should be designed to relate well to the local context.

- (6) **NR6:** Where there are significant differences in height and/ or bulk between immediately neighbouring buildings, the design approach must moderate its impact.
- (7) **NR7:** Roofs and roofscapes need to be carefully designed in relation to the context, and should respond to their visibility.
- (8) **NR8:** The approach to materials should generally be a simple one, focusing on high quality materials and components, with the appropriate level of intricacy and detail being guided by the nature of the viewer experience.
- (9) **NR10:** Car parking should be positioned unobtrusively and well designed and landscaped.
- (10) **NR11:** The impact of servicing areas upon the public realm should be minimised through locating them sensitively and screening.
- (11) **NR12:** Boundary treatments should form an integral part of the design of proposals for non-residential development.
- (12) **NR13:** Non-residential development should contribute to the quality of the public realm, either by creating high quality new spaces, streets or other routes that are accessible to the public, or by enhancing the existing public realm in terms of its safety; convenience and/ or quality. This can be achieved through high quality hard or soft landscape, street furniture or equipment such as seating, and/or public art.

4.6 WOKINGHAM BOROUGH COUNCIL LOCAL TRANSPORT PLAN

- 4.6.1 The Local Transport Plan (LTP) was adopted in March 2025, and aims to transform the borough, reduce health inequalities and enhance opportunities for all. Transport is a cornerstone of this vision, enabling access to essential services, education, employment and amenities, and is about enriching lives, connecting others and promoting physical activity.
- 4.6.2 It has three key themes to deliver:
 - (1) Create healthy and safe places;
 - (2) Develop the economy;
 - (3) Reduce environmental impacts.

4.7 EMERGING LOCAL PLAN

- 4.7.1 Wokingham Borough Council are currently working towards a New Local Plan, titled 'The Local Plan Update 2023-2040' or LPU, which will put in place a new planning strategy for the period to 2040. Once it is adopted it will replace the current Core Strategy and Managing Development Delivery Local Plans.
- 4.7.2 According to the latest update from Wokingham Borough Council, the LPU Proposed Submission Plan was submitted to the Secretary of State for examination

in February 2025. Two independent Inspectors were appointed, with Part 1 examination hearing held in November 2025. The Inspectors have now written to confirm the examination can progress to Part 2 hearings, which are due to commence in March 2026.

5 PLANNING CONSIDERATIONS

5.1 INTRODUCTION

- 5.1.1 Under the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 applications for planning permission are required to be determined in accordance with the provisions of the development plan in force unless material considerations indicate otherwise.
- 5.1.2 In determining whether the proposal accords with the development plan, the following issues are considered:
- The Principle of Development;
 - Previous consents
 - Layout and Design;
 - Landscape and Visual Impact;
 - Transport, Access and Parking;
 - Flood Risk and Drainage;
 - Flood Zones 2 and 3
 - Surface Water Flooding
 - Flood Risk and Drainage Strategy
 - Other Matters:
 - Ecology;
 - Biodiversity Net Gain
 - Arboricultural;
 - Noise;
 - Sustainability;
 - Residential Amenity;
 - Lighting.

5.2 THE PRINCIPLE OF DEVELOPMENT

- 5.2.1 The existing Depot is considered no longer fit for purpose, and as such a previous application was submitted to secure amendments to the existing site. Following review of this consent, the Council has determined that there are financial savings

to be made from an alternative approach to reconfiguration of the site. The current application seeks to build on these efficiencies.

Previous Consent

- 5.2.2 As previously mentioned, the site has been subject to a previous planning permission (ref. 193206) which was granted permission on 13th February 2020 for:

'Full planning application for the demolition of all existing structures at Toutley Depot to permit the phased construction of a replacement Depot including works buildings, storage, a new office accommodation block, ancillary drainage, landscaping, security fencing, surface parking and associated works.'

- 5.2.3 The Council have since implemented part of the consent to provide the Administrative and Welfare offices in the western parcel of the Depot. However, instead of completely demolishing and redeveloping the eastern parcel, it was determined that the retention of one of the existing warehouses and the introduction of a racking system within the warehouse would adequately meet the internal storage needs of the various stakeholders.
- 5.2.4 This previous permission is considered highly material to the current proposal, as the proposed development seeks the same use, but aims to repurpose existing aspects of the site and to create efficiencies in the approach to reconfiguration.
- 5.2.5 Given the permission for the previous scheme and the conclusion that the proposed development was compliant with the same policies that this application will be considered against, it is therefore logical to conclude that the principle of the new proposed development is still acceptable. This is set out in more detail below

The Principle of the New Proposed Development

- 5.2.6 When determining planning applications, the NPPF requires that decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The NPPF highlights how the purpose of the planning system is to contribute to the achievement of sustainable development.
- 5.2.7 Paragraph 11 of the NPPF states that there should be a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with an up-to-date development plan without delay.
- 5.2.8 Similarly, policy CC01 states that planning applications that accord with the policies in the Development Plan will be approved without delay, unless material considerations indicate otherwise.
- 5.2.9 Policy CC02 of the MDD sets out the development limits for each settlement as defined on the policies map. Policy CP9 confirms that development proposals located within development limits will be acceptable in principle. As previously outlined the site is a designated Core Employment Area (CEA), and Core Strategy Policy CP15 and MDD Policy TB11 highlights that the majority of employment growth, including the expansion and intensification of existing areas is to occur within the defined CEAs. MDD Policy SAL07 (Sites within Development Limits

Allocated for Employment /Commercial Development) also states that proposals for employment/commercial uses within designated sites will be permitted.

- 5.2.10 Section 6 of the NPPF details how to build a strong and competitive economy. Paragraph 85 states how decisions should help create in which businesses can invest, expand and adapt.
- 5.2.11 Paragraph 87 sets out how planning decisions should recognise and address the specific locational requirements of different sectors, including making provision for the expansion or modernisation of industries of local, regional or national importance to support economic growth and resilience.
- 5.2.12 The Toutley Depot site is in need of modernisation as it is no longer fit for purpose. Additionally, the site is crucial for the Wokingham Borough as it core services for the Council.
- 5.2.13 Section 11 of the NPPF sets out how to make effective use of land, with an emphasis on using previously developed land or 'brownfield' land. The redevelopment on the site will reuse the existing site whilst ensuring it meets operational requirements, resulting in a sustainable redevelopment of the site.
- 5.2.14 The application is not seeking a change of use on the site, nor an intensification of the existing uses. The proposals are solely seeking planning permission to reconfigure the site to provide improved facilities for the existing operators who currently occupy the site.
- 5.2.15 Given the nature of the proposals, it is considered the development is acceptable in principle.

5.3 LAYOUT AND DESIGN

- 5.3.1 The supporting Design and Assess Statement (DAS) sets out in detail how the development proposal responds to the character of the local area. The NPPF outlines that the creation of high quality, beautiful and sustainable buildings and places is fundamental to achieving sustainable development and overall what the planning system is seeking to achieve.
- 5.3.2 Paragraph 135 states that planning decisions should ensure that development:
 - (a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - (b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - (c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - (d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- (e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - (f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 5.3.3 Policy CP3 of the Core Strategy sets out under criteria (a) that planning permission will be granted for proposals that are of an appropriate scale of activity, mass, layout, built form, height, materials and character to the area together with a high quality of design without detriment to the amenities of adjoining land users including open spaces or occupiers and their quality of life. Criteria (b) states that proposals should provide a functional, accessible, safe, secure and adaptable scheme.
- 5.3.4 The principal layout of the site will be mostly retained, with modifications of the existing arrangement to meet occupier requirements in terms of internal storage. The main warehouse will be repurposed to ensure it meets storage requirements, and the wider Depot layout has been designed to reduce conflict.
- 5.3.5 It is considered that the proposed development is therefore appropriate in terms of siting and location, as it repurposes the existing Depot. The buildings are sited away from the boundaries of the site to minimise the impact on nearby residential development as well as the impact the surrounding road network may have on the users of the development.
- 5.3.6 The proposed buildings and structures on site will be of a similar height and scale to the existing development on site. Additionally, the materials chosen for the development will be in keeping with the character of the industrial site, as well as durable and high quality.
- 5.3.7 As such, the proposed development is therefore considered appropriate in terms of its layout and design, similar to how the previous application was considered appropriate.

5.4 LANDSCAPE AND VISUAL IMPACT

- 5.4.1 Landscape and the visual impact of the development was considered during the previous planning application for the redevelopment of the Depot, and it is considered that the current application will provide a similar level of landscaping with minimal visual impacts on the surrounding area.
- 5.4.2 Paragraph 135(c) states that planning decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 5.4.3 Policy CP3 of the Core Strategy discusses how planning permission will be granted for proposals which have no detrimental impact upon important ecological, heritage, landscape (including river valleys) or geological features or water courses.

- 5.4.4 The MDD has both policy CC03 and TB21 which relate to landscaping. Policy CC03 states that development proposals should demonstrate how they have protected and retained existing trees, hedges and other landscape features, as well as incorporate high quality, ideally native planting and landscaping as an integral part of the scheme. Policy TB21 sets out how proposals should retain or enhance the condition, character and features that contribute to the landscape.
- 5.4.5 The existing site has minimal landscaping in the form of boundary planting, with additional planting proposed as part of this application. The planting along the borders acts as a screen to the surrounding area, ensuring no visual impact on any of the surrounding land uses.
- 5.4.6 The character of the site is also reflective of the local area and is in keeping with the wider 'Core Employment Area' within the wider industrial estate. Given the proposed development is for the modernisation and redevelopment of the existing Depot, it is considered that the proposal has no greater impact on the landscape and character of the area than the existing development.
- 5.4.7 The landscaping plans submitted alongside this application detail both the hard and soft landscaping locations, as well as the proposed mix of planting. As such, it is considered that the proposed development will enhance the immediate landscape within the site, whilst retaining existing trees, hedges and other landscape features where possible.
- 5.4.8 It is therefore considered that the landscape proposals comply with both local and national policy and will have benefit the proposed development.

5.5 TRANSPORT, ACCESS AND PARKING

- 5.5.1 Policy CP6 of the Core Strategy states that planning permission will be granted for schemes which improve existing infrastructure, enhance facilities for pedestrians and cyclists and improve provision for those with reduced mobility and other users. It states that development should also provide appropriate vehicular parking, enhance road safety and not cause highways issues.
- 5.5.2 The Transport Technical Note (TTN) provided by DHA Transport highlights how the development does not comprise of any operational changes, and no additional staff are proposed. The development is instead for the reconfiguration of the existing internal arrangements to improve the efficiency of the site layout; therefore the proposal will not generate an increase in traffic movements to and from the site.
- 5.5.3 A review of Personal Injury Collision for the local highway network showed that there were no apparent incident patterns or clusters that would be exacerbated by the proposed development. Furthermore, the proposed development is found to be compliant with local policy CP6 and other national policies concerning transport sustainability and highway safety.
- 5.5.4 For further information, please see the Transport Technical Statement.

5.6 FLOOD RISK AND DRAINAGE

- 5.6.1 As set out previously, the site is partially within Flood Zones 2 and 3 and areas are at risk of surface water flooding. The sections below set out the details in regard to both types of flooding.

Flood Zones 2 and 3

- 5.6.2 The figure below highlights that the areas within Flood Zone 2 and 3 are in the southern portion of the site, likely due to the watercourse immediately south of the site. The flood zone is predicted to encroach further north onto the site between 2070 and 2125 due to Climate Change.

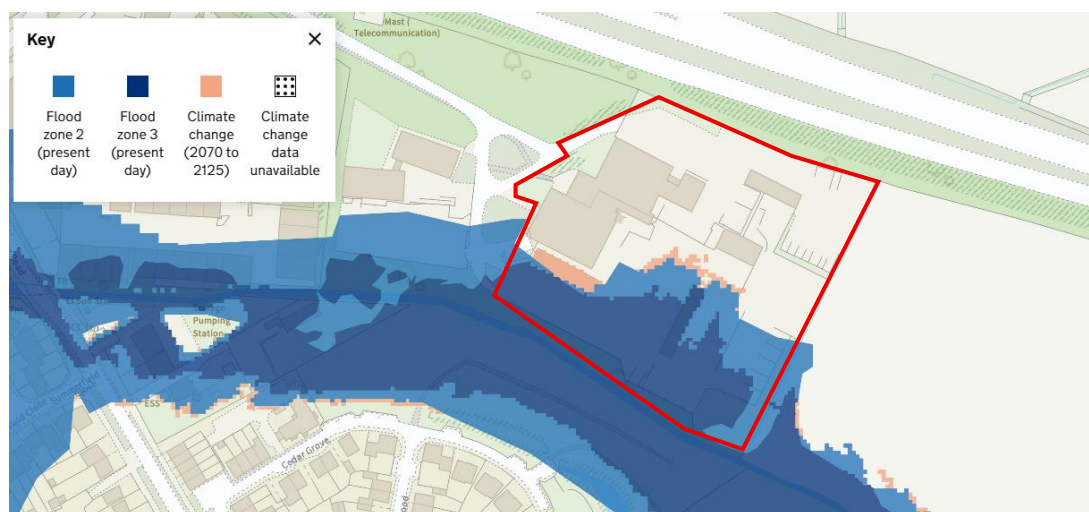


FIGURE 5.1: FLOOD ZONE MAP FOR PLANNING (COURTESY OF GOV.UK)

Surface Water Flooding

- 5.6.3 Furthermore, parts of the site are at risk of surface water flooding. The figures below set out the extent of the surface water flood risk in all flood risk scenarios (1 in 30, 1 in 100 and 1 in 1000). As seen in the figures, the areas at risk of surface water flooding do not drastically increase across the varying likelihoods of flooding.

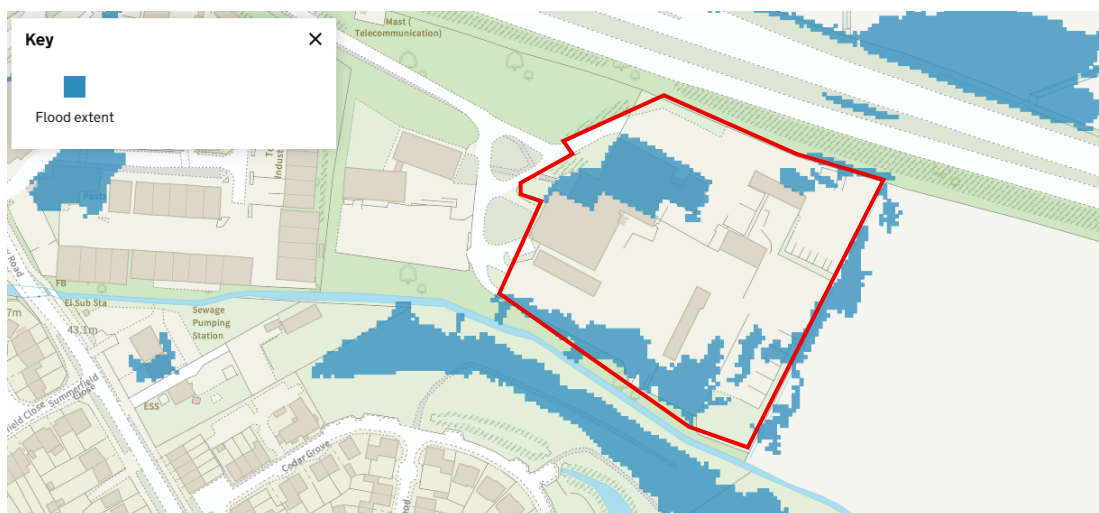


FIGURE 5.2: ANNUAL LIKELIHOOD OF SURFACE WATER FLOODING – 1 IN 30 (COURTESY OF GOV.UK)



FIGURE 5.3: ANNUAL LIKELIHOOD OF SURFACE WATER FLOODING – 1 IN 100 (COURTESY OF GOV.UK)

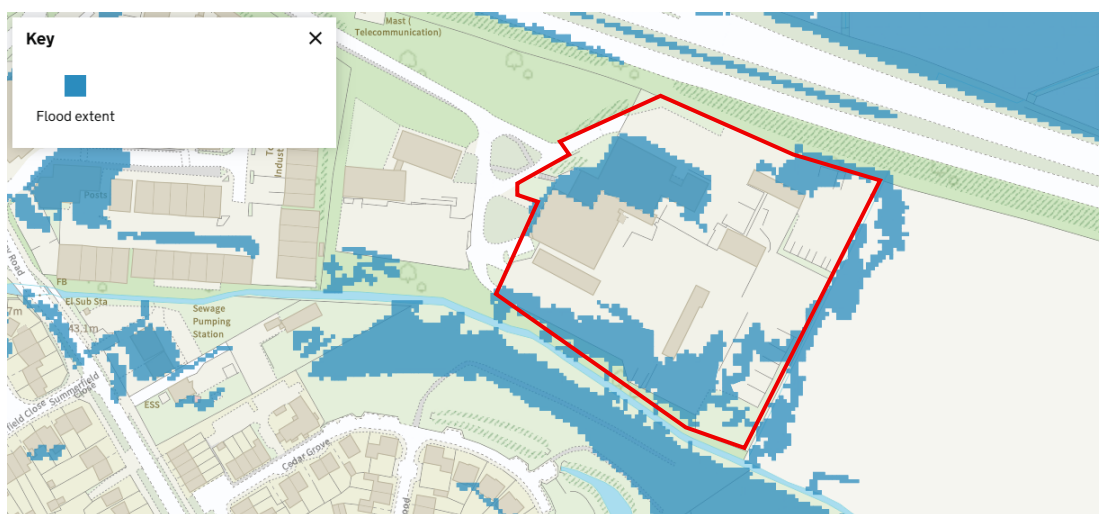


FIGURE 5.4: ANNUAL LIKELIHOOD OF SURFACE WATER FLOODING – 1 IN 1000 (COURTESY OF GOV.UK)

Sequential Assessment and Exception Test

- 5.6.4 As part of the site is located within Flood Zone 2 and 3, National Policy and Guidance identifies that proposed development located within areas of potential flood risk should be guided to areas of lower flood risk via the sequential assessment.
- 5.6.5 Paragraph 170 of the NPPF details that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 5.6.6 In this particular case the existing site is already in use as a Depot for waste, highway and landscaping services by Wokingham Borough Council. As such, the sequential assessment is considered passed as the site already functions in its proposed capacity.
- 5.6.7 Furthermore, given development relates to 'less vulnerable' uses, guidance outlines that the exception test is not required in this instance.

Flood Risk and Drainage Strategy

- 5.6.8 ElliottWood undertook both a Flood Risk Assessment (FRA) and a Sustainable Drainage Strategy (SDS) which includes details of foul drainage on the site.
- 5.6.9 Core Strategy policy CP1 outlines what schemes must consider to be defined as sustainable development, which includes ensuring the provision of adequate drainage and avoid increasing (and where possible reduce) risks of or from all forms of flooding (including from groundwater).
- 5.6.10 Policy CC09 of the MDD is applicable due to parts of the site being within Flood Zone 2 and 3. It requires development to adequately address flood risk and guide development to areas where flood risk is lowest.
- 5.6.11 The Flood Risk Assessment submitted alongside the application demonstrates that the proposed development is suitable, will be adequately flood resistant and will not put anyone at risk of flooding. Whilst parts of the site are located within Flood Zone 3, the use at the site is classified as less vulnerable, and all buildings are located within Flood Zone 1.
- 5.6.12 Policy CC10 of the MDD requires all development proposals to ensure surface water is managed in a sustainable manner, reducing surface water run-off rates to as close to greenfield levels as possible. The Sustainable Drainage Strategy sets out the existing run-off rates for the site and how the development plans to mitigate and improve upon this.
- 5.6.13 The proposed surface water drainage system has been designed to ensure that there is no flooding on site for the 1 in 30-year storm event and provides appropriate allowance for all flows in the 1 in 100-year storm event and climate change. All new drainage has been designed to protect the building from sewer surcharge.

- 5.6.14 Any surface water run-off captured from the external hardstanding areas will drain to a new below ground geo-cellular attenuation tank, before discharging to the adjacent watercourse at a restricted rate of 30l/s via a hydrobrake chamber. This will result in an improvement of run-off rates by 22% for each storm event.
- 5.6.15 The SDS also discusses foul drainage within the report. The site is already served by both a public foul sewer (150mmdia) and a public surface water sewer (150mmdia). Sewer record plans show that the public surface water sewer discharges into the public foul sewer, which runs southwest towards Toutley Road.
- 5.6.16 The proposed below ground drainage layout plan submitted alongside the SDS shows the indicative positions of foul and surface drainage points. Existing and proposed foul infrastructure is shown in brown on the plan. The main new foul water drainage pipe is proposed to join the wheel washing facility to the rest of the existing foul drain. Further details can be found within the plan.
- 5.6.17 The Flood Risk on site is therefore proposed to be adequately mitigated to ensure the safety of all users and to ensure that flooding is not increased elsewhere as a result of the proposed development. As such, the application is concluded to meet the flood risk requirements of local and national policy.

5.7 OTHER MATTERS

Ecology

- 5.7.1 PJC undertook a Preliminary Ecological Assessment (PEA) consisting of a desk study, ecological walkover survey and bat survey of the site in February 2026. The findings and further details of this assessment are set out within the accompanying Ecology Report.
- 5.7.2 The PEA identified the relevant statutory and non-statutory designated sites within the zone of influence, along with habitats and species of principal importance. Given the nature of the proposed development and the distances involved, it is not considered that the proposals will result in any adverse effects upon these designations.
- 5.7.3 The potential for protected species to be present on site has been assessed, with appropriate survey work and recommendations set out in the accompanying Ecology Report.
- 5.7.4 The proposed development incorporates ecological enhancement measures, which include the installation of bird and bat boxes, rich hedgerows, dead wood habitat piles and bee bricks. Please refer to the report for full details.
- 5.7.5 As such, ecology has been sufficiently considered in accordance with local policies CP1, CP3 and CP7 of the Core Strategy, and policies CC03 and TB23 of the MDD, as well as national policies including paragraph 187 of the NPPF.

Biodiversity Net Gain

- 5.7.6 The Biodiversity Net Gain (BNG) feasibility assessment and metric produced by PJC sets out that the current proposal does not meet the required 10% gain. Pre-development, the site consists of a total of 1.38 habitat units, and it has been calculated that post-development, a total number of 1.58 habitat units will be generated on-site.
- 5.7.7 This equates to a 0.20 habitat unit on-site net gain, which is approximately a 14.48% increase. The proposed development has therefore met the BNG delivery target of 10% and trading rules have been satisfied.
- 5.7.8 Following planning permission, it is considered a 'Biodiversity Gain Plan' will be submitted prior to the commencement of development.
- 5.7.9 Policy TB23 of the MDD highlights how proposed developments must demonstrate how they provide opportunities for biodiversity features and enhancements. As set out above, new landscaping is proposed as part of the application, which is able to provide 10% net gain on site through a carefully thought out scheme.
- 5.7.10 Paragraph 187 furthers this by stating that planning decisions should contribute to and enhance the natural local environment by minimising impacts on and providing net gains for biodiversity. As such, the proposed development complies with both local and national policies in regard to Biodiversity Net Gain requirements.

Trees

- 5.7.11 As set out within the tree constraints plan, the majority of the trees are to be retained with a couple of category C and U trees to be removed. The majority of the trees to be removed are to enable new landscaping features, such as soft landscaping, the installation of palisade fencing, proposed banks, and proposed pavements and hardstanding.
- 5.7.12 There are 7 Tree Preservation Orders (TPOs) across the site, which are outlined in Orange on the Tree Constraint and Retention Plans submitted alongside the application. The tree survey schedule sets out that for the majority of the TPO trees no action is required, however the trees set out below have additional recommendations.
- Tree T5 – Crown to be reduced so it's clear of a streetlamp.
 - Tree T6 – A decay detection investigation should be undertaken.
 - Tree G7 – One of the 5 Hawthorns to be removed to install palisade fencing.
 - Tree T14 – Monitor annually and consider ameliorating rooting area to see if the tree can be salvaged. The tree currently exhibits extensive crown dieback with stems leaning toward the site.
- 5.7.13 Any works to a TPO tree will be applied for through a 'Works to Trees' application in order to authorise the development.

Noise

- 5.7.14 Paragraph 198(a) of the NPPF discusses how planning decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- 5.7.15 Policy CP1 of the Core Strategy sets out that planning permission will be granted for development proposals that avoid areas where pollution (including noise) may impact upon the amenity of future occupiers. Similarly, policy CC06 of the MDD requires development proposals to demonstrate that they have addressed any noise impacts in order to protect noise sensitive receptors.
- 5.7.16 As demonstrated within the Design & Access statement, the scale and massing of the buildings reflect the existing development that is currently on site. Additionally, the site utilises and improves upon the existing planting borders to ensure it is heavily screened from surrounding sensitive land uses. The existing access into the site will be retained and no intensification of activities is proposed on-site.
- 5.7.17 The noise assessment undertaken for the previous application (ref. 193206) set out that suitable glazing and trickle ventilation strategy was proposed to mitigate the noise impacts for internal users from road noises associated with the A329(M) to the north of the site. It was considered that plants would also aid in mitigating noise impacts on the surrounding residential areas. Overall, the noise assessment found that the development would be insignificant in terms of noise.
- 5.7.18 It is considered that the proposed development would require similar mitigations to the previous application. However, given the proposal is not for noise sensitive development and was previously considered not to disturb any adjoining occupiers, a Noise Impact Assessment has not been submitted alongside this application. It was deemed that any further requirements for noise work could be secured via a condition.

Sustainability

- 5.7.19 Core Strategy Policy CP1 requires development to contribute towards the goal of achieving zero carbon development by including on-site renewable energy features and minimising energy and water consumption. As the proposal is for a non-residential proposal of over 1000sqm, Policy CC05 also advises that planning permission will only be granted for such proposals that deliver a minimum 10% reduction in carbon emissions through renewable energy or low carbon technology.
- 5.7.20 A Sustainability and Energy Statement was produced by RCDC to support this application. The statement highlights how the retained warehouse building prioritises the retention of the existing structure, thereby reducing embodied carbon associated with the new construction and minimising waste, consistent with guidance and BREEAM requirements. The project shall aim to limit Embodied Carbon.
- 5.7.21 The redevelopment also promotes a circular economy approach through careful material selection and construction management. Demolition and construction waste will be reused or recycled on site wherever feasible. The proposed

refurbishment of the existing warehouse also provides the opportunity to include PV panels.

- 5.7.22 The Electric Vehicle charging strategy for the site has been developed to support the gradual electrification of the site's vehicle fleet whilst retaining proportionate and operational needs and available electrical capacity. The EV charging infrastructure is proposed on the northern most line of parking bays, currently used for the Biffa fleet.
- 5.7.23 To conclude, the Energy and Sustainability statement demonstrates that the proposed redevelopment of the Toutley Depot Warehouse has been designed in accordance with national best practice and local planning policy, whilst responding to the operational requirements of the site. It is also proposed that the scheme will be designed and built to a BREEAM rating of 'Very Good' in line with Policy CC04.
- 5.7.24 For further details, please see both the Sustainability and Energy Statement and the Ground Floor Rain Water Harvesting and Packaged Plant Options documents.

Residential Amenity

- 5.7.25 Paragraph 135(f) in the NPPF states that planning decision should ensure that developments create places that are safe, inclusive and accessible and which promotes health and well-being, with a high standard of amenity for existing and future users.
- 5.7.26 As set out previously, policy CP1 of the Core Strategy sets out that planning permission will be granted for development proposals that avoid areas where pollution (including factors such as noise) may impact upon the amenity of future occupiers.
- 5.7.27 The nearest existing residential development is to the south of the site, approximately 80 metres south of the site boundary. Further residential development has been permitted to the east of the site (ref. 211777) for 130 residential units and a 70 bed care home, although it would appear that this permission has since expired.
- 5.7.28 This proposal is for the amendment of the previously approved redevelopment of Toutley Depot (ref. 193206) which as set out previously, was approved, and was not considered to have a negative impact on the residential development to the south. Furthermore, the application for the residential development to the east of the site considered that the buffer between the residential area and the Depot was sufficient to protect the residential amenity of future residents and it is expected that this could still be delivered through any future scheme, as the proposals reduce the site area of the Depot.
- 5.7.29 The proposed redevelopment of Toutley Depot does not intensify its existing use, and as such it is considered that there will be no additional impact on the existing or future residents surrounding the Depot. Considering the Depot was previously permitted for redevelopment, it is reasonable to assume that this proposal will have the same minimal impact, ensuring a safe, inclusive and accessible development that provides a high standard of amenity for all existing and future users.

- 5.7.30 Therefore, the proposals have been designed to enhance and secure the neighbouring properties residential amenity, in accordance with the NPPF and local policies.

Lighting

- 5.7.31 Whilst the existing site contains a variety of lighting fixtures, the proposed development aims to improve the lighting provision across the site whilst providing a sensitive scheme.
- 5.7.32 Paragraph 198(c) of the NPPF sets out how decisions should ensure that new development is appropriate, and in doing so should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- 5.7.33 An external lighting layout plan has been provided by Ruane Construction Design and Consultancy Ltd as part of the application. This document sets out that the amendments to the lighting plan from the previous application. There are two types of lighting proposed, streetlights and external building lights, and the combination of the two is expected to sufficiently illuminate the proposed layout of the Depot.
- 5.7.34 The positioning of the lights will ensure adequate lighting within car parks for both pedestrians and vehicles, with additional external lights proposed along the redeveloped buildings. The lighting will be positioned and dimmed to levels that are sympathetic to the ecology, neighbouring buildings and users of the site.
- 5.7.35 This is therefore in accordance with national policies and the mitigation required in the ecology reports and in respect of the neighbouring properties.

Statement of Community Involvement

- 5.7.36 A public consultation was undertaken for the previous application (ref. 193206) and given that this application is for the reconfiguration of the Depot to utilise one of the existing warehouses and is materially very similar to the previous application which sought permission to demolish everything on site and rebuild, it was not considered necessary to undertake further public consultation.
- 5.7.37 Instead, the comments received during that consultation have also been responded to as part of this application. A summary of the comments from the previous consultation have been included below:
- Tree screening to the south was important to local residents, with suggestions to enhance this is possible.
 - One resident requested white noise on reversing vehicles around the salt barn (this is considered outside the remit of planning).
 - One resident asked about hazardous substances, whilst fuel tanks will be re-provided on site, appropriate mitigation measures will ensure the protection of the environment.

- There are problems with youths at the site, racing cars around the car park alongside other anti-social behaviour.
- Managing and interfacing the construction of both this development and the new Northern Distributor Road (NDR) junction.

- 5.7.38 The proposed landscaping plans confirm that all trees adjacent to the southern boundary of the site are to be retained, as well as further trees proposed on site along the southern boundary to ensure that tree screening was retained and enhanced where possible.
- 5.7.39 Fuel tanks will still be kept on site (given the use of the site is not changing) and appropriate mitigation measures will ensure environmental protections are in place, the same as the previous application.
- 5.7.40 This application also proposed to have a vehicle barrier installed along New Forest Road which will ensure that only authorised vehicles can access the site. This will prevent any youths from accessing the site and will put a stop to the anti-social behaviour on site.
- 5.7.41 The new NDR junction where Old Forest Road meets Toutley Road has been developed since the previous application, as such the final comment is no longer considered a concern.

6 SUMMARY AND CONCLUSION

6.1.1 This Statement has been submitted on behalf of Wokingham Borough Council in support of a full planning application at Toutley Depot, Old Forest Road, Wokingham, Berkshire, RG40 5QP.

6.1.2 The full description of the development is as follows:

"Demolition of existing structures and buildings, retention and recladding of existing warehouse, reconfiguration of existing Depot to provide parking, external storage, fuel pump, washdown facilities and hot box, including erection of salt-barn, along with fencing, vehicle barrier, landscaping, access and associated works."

6.1.3 As demonstrated within this statement and supporting documents, the previous extant consent (ref. 193206) is highly material to the consideration of this application. This proposed application applies for the same improvements to the Depot, whilst proposing the re-use of an existing warehouse rather than a full demolition and rebuild. The proposed development will remain high quality and sustainable and would enhance the efficiency of site. The proposed development also accords with local and national policies.

6.1.4 It is considered that the proposed development complies with the following policies, which should be used to ground the decision process:

- (1) Policy CP9 of the CS states that proposals within the development limits is acceptable in principle. Policy CP15 goes on to say that employment growth will be permitted within the Core Employment Areas and identifies Toutley Industrial Estate as a CEA. This is also supported by policies TB11 and SAL07 of the MDD, which set out that proposals within designated sites should be permitted.
- (2) The development accords with the general principles of policy CP3 of the CS, as the development retains much of the scale, mass, layout, character and functioning of the site. The previous application accorded with this policy, and it is considered this application does also.
- (3) Policy CC03 and TB21 of the MDD sets out to protect, retain and enhance landscaping where possible. The proposal has retained and enhanced landscaping where possible in accordance with these policies.
- (4) In accordance with policy CP6 of the CS, the development will improve the efficiency and safety of site in terms of transport movement.
- (5) The Flood Risk Assessment and Surface Water Drainage Report both set out how flooding on site has been appropriately mitigated in accordance with policy CC09 and CC10 of the MDD.
- (6) In terms of ecology, policies CP1, CP3 and CP7 of the CS and CC03 and TB23 of the MDD have been reviewed and the proposed development accords with the necessary mitigations. Furthermore, in terms of BNG, the proposal accords with policy TB23 and national requirements of achieving 10% Net Gain.

- (7) Policy CC06 of the MDD considers noise, and a noise assessment has confirmed that the development will require similar mitigations set out under the previous application.
- (8) The development has been designed in accordance with best practice to ensure its suitability sustainable in line with policies CC04 and CC05 of the MDD.
- (9) Finally, the development complies with policy CP1 and National policies to ensure that residential amenity is safeguarded and the lighting scheme is appropriate.

6.1.5 Therefore, it is considered that the proposed development scheme is wholly policy compliant, and as such be approved without delay in accordance with policy CC01 of the MDD and paragraph 11 of the NPPF. There are no other material considerations that indicate that the proposed development should not be granted planning permission.

6.1.6 On the basis of the above, it is respectfully requested that planning permission be granted, subject to the appropriate conditions.