

Planning and Design Statement

A1 Wokingham Car Spares, Barkham

RG41 4SP

May 2025



Contents

1. Introduction
2. Site and Surrounding Area
3. The Proposed Development
4. Planning Policy Context
5. Planning Considerations
6. Conclusion

1. Introduction

- 1.1 This Planning and Design Statement has been prepared in support of a full planning application submitted to Wokingham Borough Council (“the Council”). This Statement should be read in conjunction with the accompanying plans and drawings submitted as part of the application.
- 1.2 Planning permission is sought for the following development: “Demolition of existing tyre shed and erection of two storage sheds”.
- 1.3 The structure of this Statement is as follows:
- **Section 2** provides the context of the proposed development
 - **Section 3** provides details of the proposed development
 - **Section 4** sets out the relevant planning policy framework for the proposed development
 - **Section 5** provides an assessment of the material planning considerations arising from the proposed development
 - **Section 6** presents a summary of the planning position with concluding remarks in respect of the proposed development.

2. Site and Surrounding Area

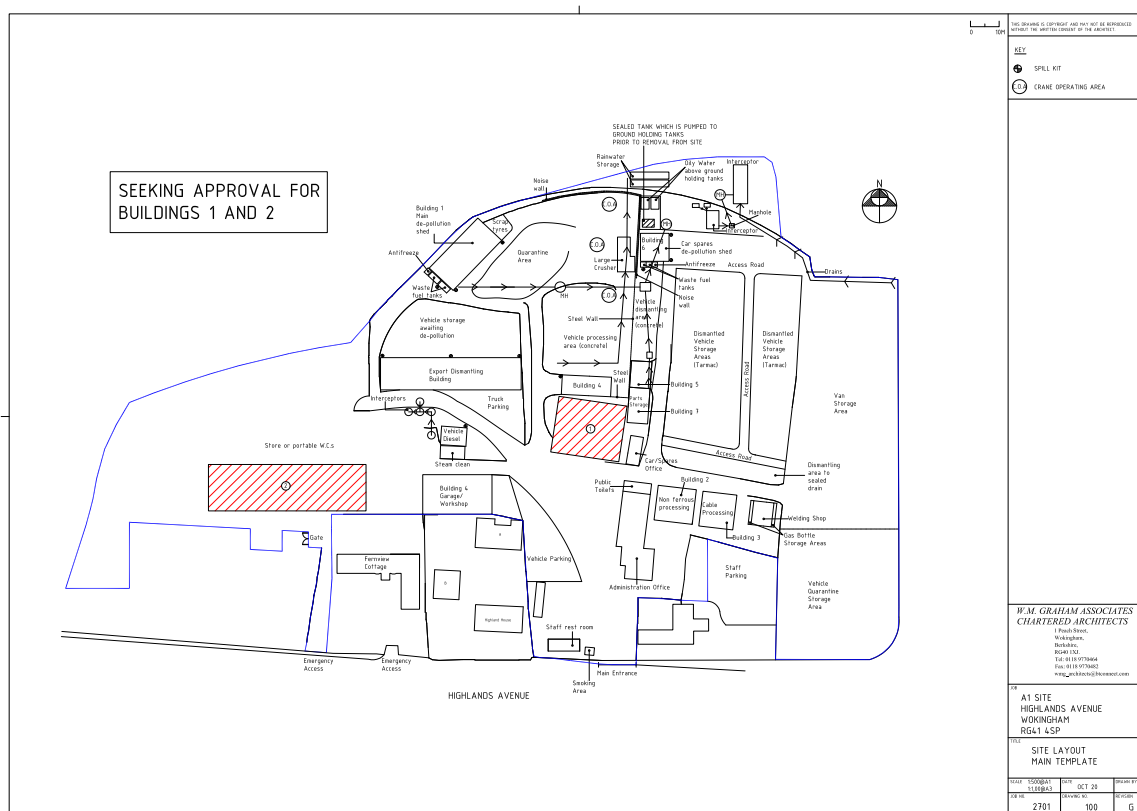
- 2.1 The application site (“the Site”) lies within the A1 Wokingham Car Spares site off Highlands Avenue, Barkham. Highlands Avenue lies to the south of the A1 Wokingham Car Spares site. The recycling site is surrounded to the east, west and north by a dense and mature woodland, which separates it from Wokingham to the east.

3. Proposed Development

- 3.1 The proposed development concerns the erection of two storage sheds within the A1 Wokingham Car Spares site. Building 1 has a floor area of 24m x 20m with an eaves height of 4m and a ridge height of 6m. Building 2 has a floor area of 16.5m x 55m, also with an eaves height of 4m and a ridge height of 6m. The two sheds will be used for the storage and distribution of second hand car parts. An existing tyre shed will be

demolished to make way for building 1 and the tyre bay will move into an existing building within the yard.

3.2 The location of the two buildings within the recycling centre is shown below:



4. Planning Policy Context

4.1 Section 70(2) of the Town and Country Planning Act 1990 provides that, in dealing with an application for planning permission, regard is to be had to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act requires that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Development Plan

4.2 The development plan for Wokingham Council consists of the following documents:

- Core Strategy (January 2010)

- Managing Development Delivery (February 2014)
- Central and Eastern Berkshire: Joint Minerals and Waste Plan 2019 (adopted Jan 2023)

Core Strategy (CS)

- 4.3 The following policies of the CS are considered relevant to the application: Policies CP1, CP3 & CP11. These policies are summarised below:

Policy CP1 – Sustainable Development:

This policy sets out a set of criteria where planning permission will be granted. This includes developments that maintain or enhance the high quality of the environment whilst minimising the consumption and use of resources and provide for recycling.

Policy CP3 -General Principles for development:

Policy CP3 provides a set of criteria where planning permission will be granted. This includes developments that are of an appropriate scale of activity that does not cause detriment to the amenities of adjoining land users and their quality of life, and has no detrimental impact upon important ecological or landscape features.

Policy CP11 – Proposals outside Development Limits (including countryside)

To maintain the quality of the environment, this policy does not permit proposals outside of development limits unless it contributes to diverse and sustainable enterprises within the borough and does not lead to excessive encroachment or expansion of development away from the original buildings. Proposals should demonstrate how they support opportunities for reducing the need to travel, particularly by private car.

Managing Development Delivery (MDD)

The following policies of the CS are considered relevant to the application: Policy TB21. These policies are summarised below:

Policy CC01: Presumption in favour of sustainable development

States that planning applications that accord with the Development Plan will be approved without delay unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date, then the Council will grant permission unless material considerations indicate otherwise.

Policy CC02: Development Limits

Defines development limits for each settlement

Policy TB11: Core Employment Areas

Defines core employment areas

Policy TB21: Landscape Character

States that proposals shall retain or enhance the condition, character and features that contribute to the landscape

Central and Eastern Berkshire: Joint Minerals and Waste Plan (JMWP)

- 5.7 A1 Wokingham Car Spares is identified as a safeguarded site for metal recycling and end of life vehicles within this Plan.

National Planning Framework (“NPPF”)

- 5.6 The Government published an updated NPPF in December 2024, which sets out the Government’s planning policies for England. Para 88 of the NPPF states that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through the conversion of existing buildings and well-designed, new buildings. Para 89 states that planning policies and decisions should recognise that sites to meet local business needs in rural areas may have to be found beyond existing settlements, and in locations that are not well served by public transport. In such cases it is important that development is sensitive to its surroundings.

Environment Act 2021 Regulations 2024 (Town and Country planning Act 1990 Schedule 7A)

5.8 These Regulations, which came into force on 12th February 2024, require that the biodiversity value attributable to the proposed development exceeds the pre-development biodiversity value of the onsite habitat by at least 10%. However, the biodiversity gain planning condition does not apply to development that does not impact an onsite priority habitat and where the development impacts less than (i) 25 sqm of onsite habitat that has a biodiversity value greater than zero and (ii) 5 metres in length of onsite linear habitat.

5.9 This development meets the de minimis exemption so that the biodiversity planning condition does not apply.

6. Planning Considerations

6.1 This section of the report sets out the relevant material planning considerations and how the proposed development addresses these considerations.

6.2 The site lies outside any recognised settlement and the scrapyard is not a defined core employment area. However, the scrapyard is identified as a safeguarded site for metal recycling and end of life vehicles within the JMWP.

6.3 CS Policy CP11 does not permit proposals outside of development limits unless it contributes to diverse and sustainable enterprises within the borough and does not lead to excessive encroachment or expansion of development away from the original buildings.

6.4 The two sheds will provide dedicated space for the storage and distribution of second hand car parts. The sheds are required to adapt to and accommodate changes in the business model of A1 Wokingham Car Spares whereby the business model is changing from solely on-site sales of second-hand car spares to a more online model using online selling platforms and shipping parts to customers. The increase in electric vehicles also requires the business to have more covered storage to ensure the EV

parts are stored in sealed, dry locations whilst electric vehicles must also be dismantled in a covered area.

- 6.5 A1 Car Spares recently introduced a new 'stock inventory' system to accommodate the development and growth of online sales. All parts are removed from vehicles and barcoded. They are stored on racks in isles while the parts are for sale online. These need to be kept undercover in a safe area to avoid damage whilst certain parts from electric vehicles must be stored inside as detailed above. Car parts are currently stored outside at the scrapyards.
- 6.6 The creation of the covered storage units will support this transition in focus from physical sales at the depot to an enhanced online retail presence by allowing A1 to store a wide range of parts securely and efficiently, ready for dispatch to online customers. This strategic move aligns with industry trends as more customers prefer the convenience of purchasing car parts online and will allow A1 to better serve the growing national and international markets.
- 6.7 Tyre storage will move into an existing building in the yard. The tyre bay is currently positioned on a main thoroughfare in the depot. The new location has its own sealed car park and is not in the direct traffic route of the yard. This will facilitate health and safety improvements by ensuring customers are segregated from moving vehicles.
- 6.7 The erection of the two storage sheds to support the enhanced online retail presence of A1 Wokingham Car Spares will have significant environmental benefits. Firstly, it will reduce the external storage of materials, which is unsightly. Secondly, it will minimise noise from the handling and movement of parts, ensuring a quieter operational area. Thirdly, it is anticipated that this will reduce traffic movements to and from the yard as the operation will dispatch directly to on-line customers with less customers coming into the yard.
- 6.8 Whilst the site lies outside of development limits, it is clear that the proposed storage sheds will contribute to a diverse and sustainable enterprise. This accords with the

NPPF, which states that planning decisions should enable the sustainable growth and expansion of all types of business in rural areas.

6.9 The erection of buildings within the A1 Wokingham Car Spares site will ensure that there is no expansion of development away from original buildings. Furthermore, enabling on-line retailing is likely to reducing traffic movements to and from the site. In this regard, the development accords with Policy CS11.

6.9 The sheds are of a modest height at 4m to the eaves and will be visually contained within the existing recycling centre. The sheds will reduce the unsightly storage of materials within the recycling centre so that overall, the development will enhance the character and appearance of the area and reduce any harm arising from the existing business use. The development therefore accords with Policy TB21.

7. Conclusion

7.1 The two proposed storage sheds are required to enable A1 Wokingham Car Spares to respond and adapt to changes in operational practices with the re-cycling of end of life vehicles through the growth of both on-line sales and the recycling of electric vehicles.

7.2 Supporting the business needs of the A1 Wokingham Car Spares business aligns with the business being recognised as a safeguarded site for metal recycling and end of life vehicles within the JWMP. This also accords with the NPPF, which supports the sustainable growth and expansion of all types of business in rural areas. A1 Wokingham Car Spares is a well-established business that provides an important local facility.

7.3 The erection of buildings within the A1 Wokingham Car Spares site determines that there is no expansion of development away from original buildings whilst enabling on-line retailing is likely to reduce traffic movements to and from the site so that the development accords with Policy CS11 for development outside any

recognised settlement. Whilst the sheds are of a modest height, they will also reduce the unsightly storage of materials within the recycling centre so that overall the development will enhance the character and appearance of the area in accordance with Policy TB21.

- 7.4 Section 38(6) of the Planning and Compulsory Purchase Act requires that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. This planning statement has demonstrated that the proposed development is in full accordance with both the Development Plan and the NPPF. Accordingly, it is considered that the proposed storage sheds present a satisfactory form of development for which planning permission should be granted at the earliest opportunity.