APPENDIX A: PARKING ASSESSMENT

Supporting the Planning Statement for the retrospective garage conversion at 1 Simonds Grove, Spencers Wood, RG7 1BH

A1. Purpose

A1.1 This appendix supports paragraph 3.3 of the Planning Statement. It shows that, following the garage conversion, 1 Simonds Grove (Plot 1) continues to meet the Council's parking standards without relying on the garage, and that the objective of Condition 19 of permission 161255 is met.

A2. Condition 19 and the test to be applied

A2.1 Condition 19 requires garages on the estate to be kept available for the parking of vehicles. Its stated reason is "to ensure provision of adequate parking and reduce the likelihood of unplanned roadside parking".

A2.2 The condition therefore protects an outcome: adequate parking with no roadside overspill. MDD Appendix 2 (paras 0.2–0.3) confirms that the parking standards are a starting point, that the concern is increased parking on the public highway, and that each site is assessed on its own merits. MDD Policy CC07 requires that provision meets Appendix 2 and that an appropriate overall level of off-street parking is retained.

A3. The site and the approved parking

Dwelling	Detached 4-bedroom house; 7 habitable rooms as approved
Garage	Integral single garage, internal approx. 7.40m × 3.18m, positioned in tandem behind the driveway space
Allocated spaces	2 allocated spaces: the driveway space in front of the garage and the allocated bay at the end of the spur (Bewley Homes plot plan, dwg 96993000 Rev H)
Visitor / unallocated	0.3 share of the estate visitor/unallocated provision; 2 visitor bays directly opposite the site
Approved schedule	Plot 1: 2 allocated + 1 garage + 0.3 visitor/unallocated = 3.3 (Iceni Transport Addendum, November 2016, p.7)
Council's approach	Committee report 161255 (26 April 2017), paras 52–53: "garage use assumed to be 50%"; parking "meets all the standards"
Access	Private spur, not adopted highway; Plot 1 is the last property at its closed end

A4. The Council's parking standard (MDD Appendix 2)

A4.1 Under MDD Appendix 2, an owned house with 2 allocated spaces requires the following. The conversion adds one habitable room (7 to 8), which increases the requirement by only 0.1 of a space.

Table A1: Requirement under MDD Appendix 2 (owned house, 2 allocated spaces)

Spaces	Before (7 habitable rooms)	After (8 habitable rooms)
Allocated spaces	2.0	2.0
Unallocated demand (Table C3-3, p.130)	0.2	0.3
Visitor parking (para 1.13.7, p.133)	0.2	0.2
Total requirement	**2.4**	**2.5**

A4.2 **Garage value:** under MDD Appendix 2 para 1.13.6 (p.132), a garage counts as only 0.5 of a parking space. In the Council's own terms, the conversion has therefore removed at most 0.5 of a space, not a full space. The Council applied the same 50% assumption when approving the estate.

A5. Provision for Plot 1

Table A2: Provision for Plot 1

Spaces	Before (approved 2017)	After (now)
Allocated: driveway + end of spur	2.0	2.0
Visitor/unallocated share (Iceni, Nov 2016, p.7)	0.3	0.3
Provision excluding the garage	**2.3**	**2.3**
Garage (approved schedule entry)	1.0	–
Further space within the Plot 1 title boundary	–	1.0
Total provision	**3.3**	**3.3**

The approved schedule lists the garage as one space in its 3.3 total. Under MDD para 1.13.6 a garage is weighted at 0.5.

A5.1 **Unchanged provision:** excluding the garage, provision is the same 2.3 before and after the conversion. The Council accepted this level when it approved the estate in 2017.

A5.2 **Further space within the plot:** the title plan shows space within the Plot 1 boundary for a further parking space, approximately 5.3m × 2.5–2.7m, free of obstruction. No new access, gates, walls, hedges or other obstacles have been introduced and access is unchanged.

A5.3 **Result:** with the further space, total provision remains at 3.3, the same as the approved schedule, and exceeds the 2.5 required after the conversion without any reliance on the garage.

A6. The garage as a parking space

- **Tandem layout:** the garage sits behind the driveway space, so it can only be used by first moving the driveway car.
- **Half a space in policy terms:** both MDD Appendix 2 and the committee report count a garage as 0.5 of a space, recognising that garages are not reliably used for parking.
- **Approved design intent:** the developer's Design and Access Statement provided garages in addition to the parking standard and expected them to be used for storage.

A7. Highway effect

- **Private spur:** the spur serving Plot 1 is privately managed, does not form part of the adopted highway (or planned adopted highway) [Bewley Homes Plot 1 plan, drawing 96993000 Rev H (approved plan for 161255)] and is not crossed by any public right of way. The Council does not manage parking on unadopted estate roads (Wokingham Local Planning Enforcement Plan, July 2024, Appendix 4).
- **Closed end:** Plot 1 is the last property, with no through route. The spur is used only for access to Plots 1 and 2, so there is no passing traffic and no reason for anyone else to drive to or park at this end.
- Plot 2's access is unaffected. The spur is wide enough for cars to come and go. Plot 2's access is unchanged by one room and at most one car.
- **No overspill:** any vehicle parked at the closed end sits in front of Plot 1 itself. No vehicle at Plot 1 blocks any other residence or sits on or affects the public footway or any access.
- **National test:** under NPPF (August 2026) Policy TR6(4), development should be refused on transport grounds only where there would be a severe adverse impact on the transport network or an unacceptable impact on highway safety. Neither arises here.
- *Servicing: the approved swept-path drawing for permission 161255 (Iceni, dwg 08.1) shows refuse vehicles turning on the main estate road. Service vehicles do not need to enter the spur, so parking at the closed end cannot obstruct refuse collection or servicing. [Refuse vehicles turn on the spine (Iceni swept-path dwg 08.1)]*

A8. Sustainable travel

A8.1 Public transport is available on Hyde End Road, within a short walk of the house, with bus services to central Reading. The converted room adds no bedroom, occupants or drivers, and home working reduces commuting trips, consistent with Core Strategy Policy CP6.

A9. Conclusion

A9.1 The conversion increases Plot 1's parking requirement by only 0.1 of a space, from 2.4 to 2.5. In the Council's own terms the garage was worth only 0.5 of a space. Excluding the garage, provision is unchanged at 2.3, and the further space within the title boundary brings total provision to 3.3, matching the approved schedule and exceeding the requirement.

A9.2 Plot 1 sits at the closed end of a private spur, so no unplanned roadside parking can arise. The objective of Condition 19 is met, and the proposal accords with MDD Policy CC07, Appendix 2, Core Strategy Policy CP6 and NPPF Policy TR6(4).

Supporting documents

1. Wokingham Borough Council, Managing Development Delivery Local Plan (adopted February 2014), Appendix 2: Table C3-3 (p.130), paras 0.2–0.3 (p.120), 1.13.6 (p.132), 1.13.7 (p.133); Policy CC07.

2. Iceni Projects, Transport Addendum, November 2016, Proposed Parking Schedule, p.7 (permission 161255).

3. Wokingham Borough Council, Planning Committee report 161255, 26 April 2017, paras 52–53; decision notice 15 August 2017, Condition 19.

4. Bewley Homes, Plot 1 plan, dwg 96993000 Rev H.

5. HM Land Registry title plan for 1 Simonds Grove, with the further parking area marked.

6. Wokingham Borough Council, adopted highway and public rights of way records, RG7 1BH.

7. Wokingham Borough Council, Local Planning Enforcement Plan (July 2024), Appendix 4.

8. National Planning Policy Framework (August 2026), Policy TR6(4).