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**PLANNING STATEMENT**

**Proposed Garage Conversion  
24A Bramshill Close, Arborfield**

**PROPOSED DEVELOPMENT**

The host property is a chalet style dwelling at the end of Bramshill Close.  
The application submitted is for the conversion of the integral garage to a Study.  
The proposed works include the infilling of the garage door opening (part wall and window) and the replacement of the existing rear stable door with double doors.

**PLANNING HISTORY**

**Application No.181276**

The property was granted Planning permission under this application in September 2018.  
Several conditions were attached to the approval which were later discharged.  
The only one of relevant to this current application is condition 4 which states that :-  
*Parking details required No development shall take place unless and until parking details for two off street spaces (one of which can include the existing garage) have been submitted to and approved in writing by the local planning authority. The dwelling shall not be occupied until the parking spaces so-approved have been provided in full accordance with the approved details. The parking spaces shall thereafter be retained in accordance with the approved details and shall remain available for the parking of vehicles at all times.*

**Application No.191839**

This application sought to discharge the conditions attached to the previous application.  
A split decision was issued in September 2019.  
Condition 4 (Parking) was, however, discharged.

**Application No.192880**

Discharged the remaining conditions, none of which are relevant to the current application.

**Application No. 242997**

This application was for a Lawful Development Certificate for the proposed conversion of the existing integrated garage into habitable accommodation along with changes to fenestration.  
It was refused in March 2025 because of condition 4 attached to application no. 181276.

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## PLANNING ISSUES

### Alterations to the Front Elevation

Bramshill Close contains dwellings of mixed styles and forms, many of which are regimented in design in specific areas, however take several different forms over the along the length of the road.

The host property is at the very end of the road, opposite the turning 'pan'.

The proposed works, including the insertion of matching red-brick infill (bonding to match existing) and white uPVC window (including matching stone cill and soldier course) are modest in scale and in keeping with the host property.

### Alterations to Rear Elevation

The existing stable door will be replaced by white uPVC double doors.

The existing soldier course will be extended across the full width of the doors.

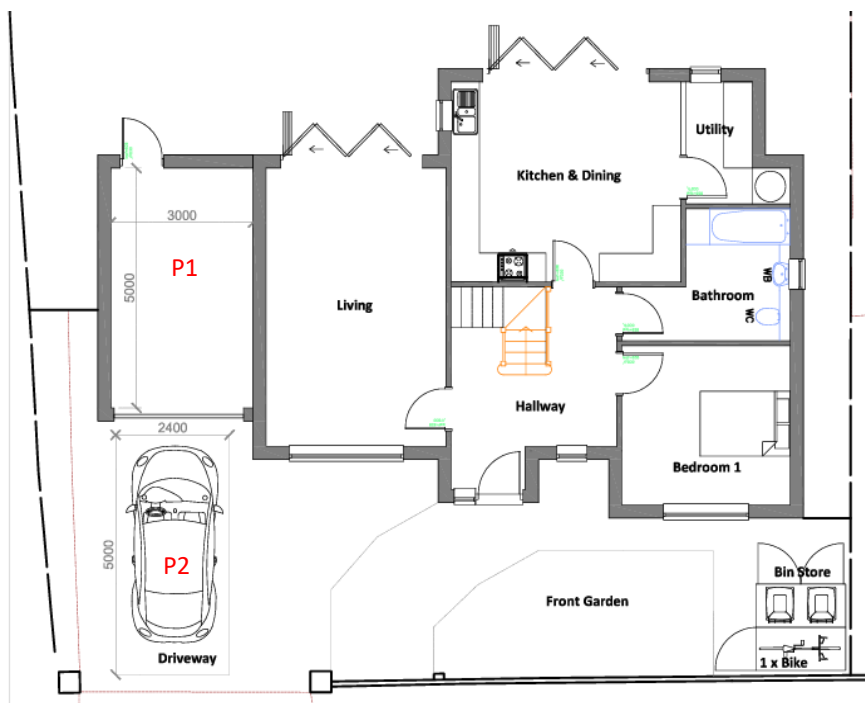
It is submitted that this is acceptable for the same reasons as the alterations to the front elevation.

## PARKING PROVISIONS

Reference to the Highways consultation response to application no.181276 shows that 1.5 parking spaces were recommended/required.

This took account of *'the quiet nature of the road and the provision of ample on road parking'* to quote from the Highway's response.

The approved plans show one parking space in the garage (P1), with the additional space to the front of the garage (P2) (see below).



It noted that the internal dimensions of the garage were 5.1m x 3.0m, which fell short of the required size of 6.0m x 3.0m as set out in the Borough Parking Standards.

Nevertheless, Highway's advised the case officer that *it would be able to accommodate some smaller cars and as such it is considered acceptable in this instance*'.

The proposed garage conversion results in the loss of one parking space, so will require one additional space to be provided to the front of the property.

The applicants frequently park one of their vehicles in the position shown on the Ground Floor Plan as Proposed (identified as P1)

The current requirements are for this space to be 2.5m x 5.0m min.

The width of the existing hardstanding is 3.08m and a length greater than 5.0m is easily achieved, thus meeting the requirements (see photo below).



The existing parking space to the front of the garage (P2) will remain.

It should be noted that the width of the entrance measured between the two piers is 5.79m i.e. greater than the required width of two parking spaces.

The dropped kerb has a similar width.

This allows for an additional parking space (P3) with a width of 2.5m.

The length is 4.925m i.e. just 75mm less than that required.

This is more than adequate to accommodate a small to medium car and is regularly used by the applicants (see photo below).

It should also be noted that, as mentioned previously, the garage now to be converted was only ever capable of housing 'smaller cars'. It is submitted that this space, in its own right, can be considered to be an adequate replacement.



### **CYCLE STORAGE**

The approved plans show a cycle and bin store in the front garden.

This was to be provided using a Lockerpod.

When discharging Condition 5 (Cycle Parking) attached to the original approval the case officer noted that *'while this would be apparent in the front garden and preferably should be located out of sight in the back garden, it is considered acceptable'*.

The applicant took note of this comment and has, instead, provided a shed in the rear garden to include for cycle storage, along with a bin store. The position of both are shown on the 1:500 site plan submitted with this application.

### **CONCLUSIONS**

It is submitted that the current proposals are acceptable in terms of scale, design, and materials, and is in accordance with Policy CP3 of the Core Strategy and the Wokingham Borough Design Guide.

The original Planning consent required 1.5 parking spaces to be provided.

It has been clearly demonstrated in this statement that two parking spaces are currently available to the front of the property, along with a third that, although falling marginally short of length required is, nevertheless regularly used for parking a medium sized vehicle.

Wokingham Borough Council states that it acts positively and proactively in determining Planning applications.

Should officers have any reservations about granting permission it is requested that these concerns are discussed with us before arriving at a final decision.