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230319 ĩ 101 OXFORD ROAD, READING

STATEMENT REGARDING PARKING

The following is a statement regarding parking following submission of application 230319.

The application follows two Pre-apps when parking provision was discussed. The proposed site is to exchange a little used car parking area with the site for a much needed additional dwelling in a central area.

The site is located within the Reading Central Area and within Reading's primary shopping area. The site is located on the boundary of Zone 1/Zone 2 of the adopted Parking Standards and Design SPD which is an area at the very heart of Reading Borough, consisting primarily of retail and commercial office development, with limited residential. The main railway station and bus interchange is located within the Reading Central Area, while the main shopping centre is situated within walking distance to the east of the site. The Reading Central Area also contains the largest proportion of public parking spaces.

The site is located on the corner of A329 Oxford Road and Howard Street. The A329 Oxford Road has parking restrictions preventing on-street parking and forms part of the Red Route 'no stopping' corridor. There are also short stay limited waiting bays in close proximity to the site.

Existing Parking ĩ the site contains parking provision for four cars associated solely with the office use of the host building at 101 Oxford. The pre-app response from Connie Davis (application 220523/PREAPP) stated - *That the non-provision of parking is acceptable in this town centre location as demand for parking from the office use can be met by the town centre public car parks or public transport services.*

Any disused accesses (existing dropped kerbs) must be reinstated to the satisfaction of the Local Highway Authority which will be covered by condition.

There is no transport objection to the loss of parking for the office use given the sustainability of the site and local parking restrictions so it is considered acceptable in relation to Policy TR3 of the Local Plan.

Proposed Parking i The initially proposed house has been reduced to a modest 3 bedroom detached house that complies with space standards for such a dwelling i therefore it is of limited size and therefore suitable to live with the non-provision of onsite parking due to the high level of public transport and the proximity to the central area facilities within easy walking distance.

Policy TR5 states that development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. The pre-app response stated *In the heart of the town centre, a car free development would be acceptable given the sustainability of the site and local parking restrictions. However, future residents will not be eligible for a Resident's Parking Permit or Visitor parking permits. This will ensure that the development does not harm the existing amenities of the neighbouring residential properties by adding to the already high level of on-street car parking in the area.*

The lack of car parking associated with this proposal will also ensure that there is no increase in pollution and will in fact reduce pollution in Howard Street for this proposal due to the loss of car parking for the offices.

The submitted plans show secure storage for two cycles and refuse bins to the rear of the dwelling with a side access path to the street. This complies with Policy and the advice in the Pre-app.

As noted, the proposed dwelling is a very central location. It is modest in size and the future occupants will be able to use the excellent local facilities for access to all services and for access to the wider transport network.