

Design & Access and Planning Statement

1017 Oxford Road, Tilehurst



Design & Access and Planning Statement

To Support the Change of Use from a Hotel (Use Class C1) to a Children's Residential Care Home (Use Class C2). (Resubmission).

1017 Oxford Road, Tilehurst, Reading, RG31 6TL.



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Documents Submitted Alongside This Statement:

Document	Produced By
926.7.EL01d EXISTING Location Plan	Cutler Architects
926.7.EB01e EXISTING Block Plan	
926.7.PB01e PROPOSED Block Plan	
926.7.PS01b PROPOSED Front of Site Plan	
926.7.001e EXISTING Floor Plans	
23133-RLL-23-XX-TN-D-5001 (Transport Technical Note)	Rodgers Leask

1. EXECUTIVE SUMMARY

1.1 Introduction

- 1.1.1 Arena Global Management Limited (AGM Ltd) is an independent and specialist town planning consultancy in the Bath region. AGM Ltd has prepared this Design & Access and Planning Statement on behalf of Duckquiff Ltd.
- 1.1.2 This Design & Access and Planning Statement forms part of a Full-Application for the Change of Use for property 1017 Oxford Road from a Hotel (Use Class C1) to a Children's Residential Care Home (Use Class C2). This application is a resubmission, following the subsequent withdrawal of previous planning application: 221497, to provide further highways information.
- 1.1.3 The full Site address is as follows:
- 1.1.4 **1017 Oxford Road, Tilehurst, Reading, RG31 6TL.**
- 1.1.5 The proposed development consists of:
- Change of Use for 1017 Oxford Road from a hotel (use class C1) to a children's residential care home (use class C2).
 - To serve as a residential home, providing respite care for up to 8 children with severe learning disabilities.
 - Centralisation of the existing access to provide 9 total car parking spaces (split between 8 standard spaces and 1 disabled car parking space). An additional 10 parking spaces will be made available via a formalised agreement with the SsangYong car dealership.
- 1.1.6 This Statement is set out in the Chapters, which is laid out in the Contents.
- 1.1.7 This Statement should be read in conjunction with the accompanying documentation listed on Page ii.
- 1.1.8 Both Local and National Planning Policy have been carefully considered in developing the Proposal and it is understood that the proposed development is in accordance with all relevant planning policy. Therefore, the Proposed Development should be found permissible by Reading Borough Council.

2. SITE BACKGROUND

2.1 Site Location

- 2.1.1 The application site is located within the residential suburb of Tilehurst, Reading, and is approximately 2.8 miles west from the city centre. Access and egress are served via an existing arrangement off of the A329 Oxford Road which provides direct routing through Tilehurst to the city centre of Reading to the east, as well as to the large village of Pangbourne to the west.
- 2.1.2 Being within an existing residential area, the nearest residential properties are located within the immediate locality of the application site. To the west, property no. 1019 is also owned by the applicant and is presently being used as a residential home for children with severe learning disabilities (see planning application: 172040). Additional residential dwellings are located immediately behind the application site, to the south. To the north of the site, Charters SsangYong car dealership is separated by the A329 Oxford Road.



Figure 1: Indicative Site Location Plan.

2.2 Flood Risk

- 2.2.1 The application site is located within Flood Zone 1 and as such is considered as an area of 'Low Probability' from flooding by the rivers and sea. It is also considered to be an area of 'Very Low' to 'Low' risk from surface water flooding.
- 2.2.2 Based upon the sequential approach to flood risk management, adopted by Reading Borough Council under Policy EN18, a full Flood Risk Assessment has not been submitted as part of this Application.

2.3 Local and National Designations

2.3.1 The application site is located within the following National and Local designations:

- Air Quality Management Area (EN15)

2.3.2 Policy EN15: Air Quality states that development should have regard to the need to improve air quality and reduce the effects of poor air quality. The policy further states that where a development would introduce sensitive uses (such as residential, schools and nurseries, hospitals, care facilities) into, or intensify such uses within, an Air Quality Management Area, detrimental effects on that use will be mitigated.

2.3.3 Within the previous, withdrawn application (Reference: 221497), the application was registered without providing an 'Air Quality Assessment'. This was under the recognition that the suitability of the site is governed by Ofsted and the property has been visited by their Regulation 44 Inspector who are the relevant, independent experts on this matter.

2.4 Surrounding Development

2.4.1 As referenced previously, the application site is located within the residential suburb of Tilehurst and as such, is surrounded by large, primarily detached, residential properties that are typically Edwardian in both style and age. It is therefore not uncommon for the provision of accommodation to be located within this area. Immediately adjacent the application site, property no. 1019 is also within the ownership of the applicant and is presently being used as a residential home for children with severe learning disabilities (see planning application: 172040).

2.4.2 The site is abutted by the A329 Oxford Road which separates the application site from the Charters SsangYong car dealership to the north. The Great Western Main Line railway and River Thames lie directly beyond that respectively. Tilehurst railway station is located approximately 0.2 miles east of the application site, which equates to a 4-minute walk or 1-minute cycle. Located on the GWR mainline, the station benefits from frequent daily services and timetables to nearby localities such as Didcot Parkway, Reading, Slough, and London Paddington.

2.4.3 The nearest bus stop is located approximately 150 m west of the application site and benefits from frequent weekday and weekend access to the 89, 143, and BB3 bus service. These provide services to the surrounding localities such as Upper Basildon, Kentwood and Norcot, and Reading (including the Town Centre). The A329 Oxford Road also acts as part of the North West Reading cycle route (R52). It is therefore considered that the application site is located within a highly sustainable location, where active modes of travel are encouraged.

2.5 Planning History Summary

2.5.1 The Reading Borough Council Planning Explorer has been interrogated for previous planning applications on the Site, spanning a period of 'All Time'. The following applications have been returned:

Application	Description
890425	Two storey rear extension. July 1989. Decision: Determination Made – Decision Not Available Online.
891272	Two storey rear extension. December 1989. Decision: Determination Made – Decision Not Available Online.
891310	Erection of a temporary Steel Fire Escape, existing window opening deepened to provide doorway. December 1989. Decision: Determination Made – Decision Not Available Online.
940704	Brick pedestal supporting a steel post with hanging sign. January 1994. Decision: Determination Made – Decision Not Available Online.
010933	Two storey rear extension. November 2001. Decision: Determination Made – Decision Not Available Online.
020174	Extension to guest house to form additional owners accommodation and bedrooms. October 2002. Decision: Determination Made – Decision Not Available Online.
031149	Change of use from hotel/guest house to children's day-care nursery. Private residential accommodation retained on second and third floors. September 2003. Decision: Determination Made – Decision Not Available Online.
050654	Change of Use from Hotel to Residential Care Home (Class C2). December 2005. Decision: Determination Made – Decision Not Available Online.
221497	Change of use from C1 (Hotel) to C2 (Children's residential care home). October 2022. Decision: Application Withdrawn.

- 2.5.2 The applicant submitted application 221497 which sought the change of use from a C1 (Hotel) to a C2 (Children's residential care home). The application was subsequently withdrawn due to an apparent shortfall in the proposed parking arrangement of 5 spaces when assessed against the adopted SPD document 'Revised Parking Standards and Design' (October 2011).
- 2.5.3 As part of this re-submission, the applicant has taken on board the advice of Reading Borough Council and employed a qualified transport consultant to review the proposals. Their report has been submitted as part of this application and is to be read alongside the submitted material.

3. THE PROPOSED DEVELOPMENT

3.1 Summary

3.1.1 The proposed development consists of:

- Change of Use for 1017 Oxford Road from a hotel (use class C1) to a children's residential care home (use class C2).
- To serve as a residential home, providing respite care for up to 8 children with severe learning disabilities.
- Centralisation of the existing access to provide 9 total car parking spaces (split between 8 standard spaces and 1 disabled car parking space). An additional 10 parking spaces will be made available via an agreement with the SsangYong car dealership.

3.2 Existing Use

3.2.1 The application site is formerly known as Warren Dene which previously served as a Bed & Breakfast (Use Class C1). However, once this operation ceased in 2015, the property was converted to a large 'House of Multiple Occupancy' (HMO) (Sui-Generis) without formal planning permission. In 2016, a letter was received from the Planning Enforcement team at Reading Borough Council (dated the 8th of August) which succeeded an investigation by the Planning Enforcement team due to a complaint from a member of the public.

3.2.2 The investigation established that such a change of use had occurred, however the LPA would be taking no further action as it was determined that the use of the property, as a large HMO, is likely to be no more intense than its authorised use as a hotel and if a planning application for the change of use were to be made, it is likely to be successful. However, no formal planning application was subsequently made.

3.2.3 It is therefore considered that the existing Use of No. 1017 Oxford Road is a C1 Hotel.

3.3 Proposed Use

3.3.1 This application is a re-submission of the previously withdrawn planning application 221497 and has the same description of development, which is for the change of use from a hotel (use class C1) to a children's residential care home (use class C2).

3.3.2 The care home will provide respite care for up to eight (8) children with severe learning disabilities. None of the children will be permanent residents of the new care home, instead they will only be offered temporary placements. These placements can vary in duration but typically include coming for a day at the weekend, staying for one night, two weeks, coming for tea after school, or coming for a number of consecutive days. There is a myriad of permutations to that effect.

3.3.3 The home will have an associated staff level of thirty-five (35) employees working on a rota basis and no members of staff will live within the premises, in accordance with safeguarding procedures set out by Ofsted. In any one shift, there will only be eight (8) members of staff present to care for the children, on a 1-to-1 basis.

3.3.4 The home will therefore run three (3) shifts daily, seven days per week, and mirror the current practice at No. 1019 which is set out as follows:

- Day Staff = 07:15 am – 16:30 pm
- Afternoon / Evening Staff = 16:15 pm – 21:30 pm
- Waking Night Staff = 21:15 pm – 07:30 am

3.3.5 In addition to this, two (2) management staff will oversee the day-to-day practice of the home in conjunction with the existing facility at No. 1019 Oxford Road. The managers will be parked at 1019 as they do currently.

3.3.6 Therefore, there will only ever be ten (10) members of staff on the premises at any one time (one for each resident child, plus the management staff). The running of this proposed care home will reflect and build-on the procedures already in place at No. 1019 Oxford Road.

3.4 Internal Alterations

3.4.1 As part of this application, no internal alterations are proposed to the property that require planning permission.

3.4.2 The suitability of the internal layout is governed by Ofsted and the property has been visited by a Regulation 44 inspector who has made suggestions for the property to ensure that it is in-line with The Children's Homes (England) Regulations 2015 Act. However, these do not affect the current, existing, layout of the property.

3.4.3 The property benefits from sixteen (16) bedrooms as existing, although this will be reduced to eight (8) bedrooms as part of the Change of Use. The remainder of the rooms will be used as communal space to enhance the stay of its residents. The care home will therefore include the provision of a Sitting Room, Dining Room, Soft Play & Sensory Room, and a Quiet Room. The property also benefits from three good sized bathrooms, a kitchen, utility room, and general storage space. The top floor of the property will be used by the staff members as an office space and staff room but, in line with Ofsted policy, the resident children will not be excluded from this space as it is to be considered as part of their home. This staff area also contains the provision of bathroom facilities due to it formerly housing an ensuite.

3.5 External Alterations

3.5.1 As part of this application there are no proposed changes to the elevations.

3.6 Access and Parking

3.6.1 At present there are seven (7) standard car parking spaces marked on the drive of 1017 Oxford Road. As part of this planning application, the existing driveway to the property will be centralised in order to accommodate the parking arrangements on-site. This centralisation will move the driveway approximately 6 m to the south-east and, given the topography and alignment of Oxford Road, the change to the extent of the visibility splay from the access to the southeast will be nominal.

3.6.2 The proposed parking arrangements at 1017 Oxford Road will provide nine (9) total car parking spaces on site and this will be split between eight (8) standard car parking spaces

and one (1) disabled car parking space. It should be acknowledged that employees will be required to be physically able to meet the care needs of the children staying at the development. One disabled car parking space has been provided as it is considered appropriate given the scale of the development. The provision also allows for the dropping off and picking up of a child who requires a wheelchair use of the space, if required. There will be a ramp at the rear of the property, which wheelchair bound children will be able to use to access the property. In fact, all children will access the property from the rear, whilst staff and visitors will access from the front.

- 3.6.3 The applicant has also confirmed that they have an agreement with the SsangYong car dealership, situated opposite 1017 Oxford Road, to lease ten (10) car parking spaces. This agreement ensures that the parking demand at 1017 Oxford Road can be met during the shift changeover periods as employees have the option to park off site, at the SsangYong car dealership, opposite.
- 3.6.4 On this basis the proposed car parking and leased car parking spaces will ensure that parking demand for the development can be accommodated without employees needing to park on the public highway.
- 3.6.5 The RBC cycle parking standards are minimum standards. For a C2 Nursing Home, the standard is one (1) space per three (3) members of staff. Secure cycle parking will be provided for employees at the rear of the property.
- 3.6.6 Finally, it is considered that due to the varying lengths of stay for children (often short term), they will rarely have visitors. This has been observed in the neighbouring property of 1019 Oxford Road, albeit this facility is for longer term placements, where children rarely have visitors once they are settled. On this basis, the development proposals will not require specific visitor parking. In the unlikely event that family and friends are visiting the care home, they can either use the on-site parking, if a space is available, or one of the car parking spaces at the SsangYong dealership.

3.7 Conclusion

- 3.7.1 This application seeks the change of use for 1017 Oxford Road from a hotel (use class C1) to a children's residential care home (use class C2). The development will serve as a residential home, providing respite care for up to eight (8) children with severe learning disabilities. Although some internal alterations will be required, the extent of these do not require planning permission and the existing layout will remain. Furthermore, no external alterations are proposed as part of this planning application.
- 3.7.2 Through centralising the existing access, eight (8) standard car parking spaces and one (1) disabled car parking space will be provided on site. Furthermore, a formal agreement with the SsangYong car dealership is in place for the leasing of ten (10) car parking spaces. This agreement ensures that the parking demand at 1017 Oxford Road can be met during the shift changeover periods.

4. LOCAL PLANNING POLICY

4.1.1 The following policies from the Reading Borough Local Plan (Adopted November 2019) have been taken into consideration when assessing the principle of the development proposals:

- CC1: Presumption in Favour of Sustainable Development
- H6: Accommodation for Vulnerable People
- OU1: New and Existing Community Facilities

4.1.2 **CC1: Presumption in Favour of Sustainable Development** – This policy states that a positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Where appropriate, the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible. Furthermore, it states that planning applications that accord with the policies in the development plan (including, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

4.1.3 The previous application (Reference: 221497) was withdrawn due to an ongoing objection from the Highways department at Reading Borough Council. As part of this re-submission, the applicant has followed the advice of the LPA and instructed an independent transport consultant (Rodgers Leask) to provide the necessary technical documentation. As their report concludes, provision of suitable on and off-site parking arrangements, in the form of an agreement between the applicant and the SsangYong car dealership opposite 1017 Oxford Road to lease 10 car parking spaces, can be provided to accommodate the parking demand for the respite care home. Furthermore, combined with the range of sustainable transport measures available to employees, the site is well poised as a sustainable location and should be considered acceptable by Reading Borough Council.

4.1.4 **H6: Accommodation for Vulnerable People** – This policy states that ‘Other’ specialist accommodation for vulnerable people will address the identified needs, which are primarily for accommodation that enables occupants to live as independently as possible, particularly for older people and people with physical disabilities. Whilst the policy does not exclusively mention care for vulnerable children, the proposed development is to be considered as an ‘Other’ form of specialist accommodation for vulnerable people, as it provides respite care for disabled children.

4.1.5 Whilst young children can of course not live independently, the new residential home will seek to replicate traditional living conditions as close as possible. Each child will have their own private bedroom, in-line with both The Children's Homes (England) Regulations 2015 Act and Ofsted guidelines. The rest of the home will be considered communal space and its residents are free to traverse between these areas as the home is to be considered their home during periods of stay. This will create an inclusive ethos where each resident is treated with the utmost respect and individuality.

4.1.6 Furthermore, the policy states that [Emphasis added]:

“Development for specialist accommodation for vulnerable people will fulfil the following criteria:

- *Developments will, where possible, locate accommodation close to, or incorporate, relevant community facilities, such as healthcare services, or day care for elderly people.*

- ***Where development would result in a loss of general housing, it must meet identified needs in the most up-to-date Housing Strategy and be able to accommodate at least an equivalent number of people.***

- *Larger developments will include adequate provision for ambulance access.*

- *Development will incorporate areas of green space, which are particularly important for many groups of vulnerable people.*

- ***Developments within residential areas will be designed to respect the residential character of their surroundings; and***

- *Where a development requires a new physical link between buildings and where the gaps between buildings form part of the character of a street, the need for a linkage must be clearly demonstrated, and must avoid negative impacts on the character of the street.”*

4.1.7 The application site is a former Bed and Breakfast / Hotel (Use Class C1); it is therefore not considered that the proposed development will result in the loss of general housing as this Use hasn't existed on the application for some time. Furthermore, the proposed Use will actually provide eight (8) much needed respite accommodation rooms for disabled children, thus bringing a residential element back to this area of Tilehurst. In addition, the host property is a relatively large, detached Georgian house. Bearing in mind that no external alterations are proposed as part of this Change of Use application, it is considered that the proposed development will be respectful of its residential setting and surroundings, thus conforming with this policy objective.

4.1.8 **OU1: New and Existing Community Facilities** – This policy states that proposals for new, extended, or improved community facilities will be acceptable, particularly where this will involve co-location of facilities on a single site. Proposals for on-site intensification of important facilities, such as schools and healthcare uses, will be supported, subject to other policies in the plan. Furthermore, the policy states that new community facilities should be located where there is a choice of means of travel (including walking and cycling), and in existing centres where possible.

4.1.9 Within Paragraph 4.7.2., the Local Plan document states that community facilities mean different things to different people and that the term could encompass “health facilities, education and training facilities (at all levels) ...”. On a broader level, the proposed development is to be considered a health facility, albeit in the form of a residential care home which provides respite care to disabled children. Therefore, it is considered that the proposed development is deemed acceptable at Policy OU1.

4.1.10 In addition, the policy makes explicit reference that the application site should be in a location that promotes different travel choices, preferably in a sustainable format. As already detailed within this statement, Tilehurst railway station is located approximately 0.2 miles east of the application site (which equates to a 4-minute walk or 1-minute cycle) and provides frequent daily services and timetables to nearby localities such as Didcot Parkway, Reading, and London Paddington. Furthermore, the site is located in close distal proximity to a bus stop (one in each direction), and benefits from frequent weekday and weekend access to localities such as Upper Basildon, Kentwood and Norcot, and Reading (including

the Town Centre). Finally, the A329 Oxford Road acts as part of the North West Reading cycle route (R52). It is therefore considered that the application site is located within a highly sustainable location, where active modes of travel are encouraged.

5. NATIONAL PLANNING POLICY

5.1.1 Legislation and the National Planning Policy Framework (NPPF) require that planning applications are to be decided in accordance with the statutory development plan for an area unless other material planning considerations indicate otherwise. As a matter of policy, the Government has stated in the NPPF (Paragraph 11) that this means approving development proposals that accord with the Development Plan without delay.

5.1.2 The National Planning Policy Framework (NPPF) (updated in July 2021) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of Local Plans and is a material consideration in planning decisions. The following have been taken into consideration when assessing the development:

- Part 2: Achieving Sustainable Development
- Part 8: Promoting Healthy and Safe Communities
- Part 9: Promoting Sustainable Transport

5.1.3 **Part 2: Achieving Sustainable Development** – Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are: an economic objective, a social objective, and an environmental objective. Paragraph 8(a) states that the social objective seeks to support:

“strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being...”

5.1.4 The proposed development is for the provision of a residential care home, providing respite care for up to eight (8) children with severe learning disabilities. As such, the development proposal provides a much-needed safe space, that looks to support the community of Tilehurst and improve upon its offering of health and social wellbeing services.

5.1.5 **Part 8: Promoting Healthy and Safe Communities** – Paragraph 92 of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive, and safe places which:

“a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other - for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of attractive, well-designed, clear, and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs - for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”

5.1.6 Subsequently, Paragraph 93 states that:

“To provide the social, recreational, and cultural facilities and services the community needs, planning policies and decisions should [Emphasis added]:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses, and places of worship) and other local services to enhance the sustainability of communities and residential environments.

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs.

d) ensure that established shops, facilities, and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.”

5.1.7 It is considered that a dedicated centre, offering respite care for disabled children, will positively enhance the long-term sustainability of the community of Tilehurst. Furthermore, working alongside property no. 1019, which is also owned by the applicant and is presently being used as a residential home for children with severe learning disabilities, the proposed development will be better integrated within the community that it serves, thus achieving objective 93(e).

5.1.8 **Part 9: Promoting Sustainable Travel** – Paragraph 105 states that “The planning system should actively manage patterns of growth in support of these objectives. 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. Furthermore, Paragraph 110 states that “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

b) safe and suitable access to the site can be achieved for all users.

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 5.1.9 The Transport Technical Note, produced by Rodgers Leask, concludes that the provision of suitable on and off-site parking arrangements, in the form of an agreement between the applicant and the SsangYong car dealership opposite 1017 Oxford Road to lease ten (10) car parking spaces, can be provided to accommodate the parking demand for the respite care home. Furthermore, employees will also be encouraged to car share, and it is the intention of the applicant to ensure, where possible, that employees who live near each other are scheduled on the same shifts to promote car sharing.
- 5.1.10 In addition, the nearest bus stops are located along Overdown Road, a 5-minute walk from the site, and operate during shift changeover times which highlight that travelling to the property by public transport is a viable option for future employees. Furthermore, Tilehurst Train Station is located nearby, a 3-minute walk, and provides frequent access to services to Reading train station as well as Swindon, Didcot Parkway, and London Paddington.
- 5.1.11 The on and off site parking arrangements combined with the range of sustainable transport measures available to employees demonstrates that in highways terms, there is no reason why the change of use from a Hotel (use class C1) to a children's residential care home (use class C2).

6. CONCLUSION

- 6.1.1 This Design & Access and Planning Statement forms part of a Full-Application for the Change of Use for property 1017 Oxford Road from a Hotel (Use Class C1) to a Children's Residential Care Home (Use Class C2). This application is a resubmission, following the subsequent withdrawal of previous planning application: 221497, to provide further highways information.
- 6.1.2 The full Site address is as follows:
- 6.1.3 **1017 Oxford Road, Tilehurst, Reading, RG31 6TL.**
- 6.1.4 The proposed development consists of:
- Change of Use for 1017 Oxford Road from a hotel (use class C1) to a children's residential care home (use class C2).
 - To serve as a residential home, providing respite care for up to 8 children with severe learning disabilities.
 - Centralisation of the existing access to provide 9 total car parking spaces (split between 8 standard spaces and 1 disabled car parking space). An additional 10 parking spaces will be made available via an agreement with the SsangYong car dealership.
- 6.1.5 As demonstrated within this Statement, any impacts arising from the proposed development have been suitably mitigated through the design and provision of specific measures identified within the supporting material. The proposed development is therefore in accordance with National planning policy and the adopted local Development Plan and should be granted permission.