



transport planning

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Darren Cook

Reading Borough Council
Civic Offices
Bridge Street
Reading
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Date: 27th February 2025
Reference: 325410 250227 Henley Road, Caversham

Dear Darren,

We're writing to you on behalf of our client Henley Road Ltd with respect to the proposed residential development at land located to the south of Henley Road, Caversham, where Reading Borough Council (RBC) is the Unitary Authority (UA).

Following the approval of application PL/22/0189 for the erection of 55 assisted living units, a Section 73 Amendment to the application is now proposed, with the changes proposed being to the land use sought. The amendment to application PL/22/0189 is a S73 amendment to C3 residential dwellings.

The development proposals comprise a residential development of 55 units, comprising 1 and 2 bedroom flats. It is important to note that the quantum of units remains unchanged to that previously approved at the site, i.e. 55 units, however, the proposed level of car parking is to increase to 58 spaces to better accommodate the change in use.

The principles of access and servicing arrangements will remain as previously agreed. The internal footway/cycle network also remains as previously agreed, with the area of future adoptable road to be retained. The proposed shared cycleway/footway along Henley Road will also remain, as agreed through discussions with RBC.

Given the change of use at the site, RBC's parking standards for the use class C3 "Dwelling Flat" 1-2 bed has been interrogated to understand the level of parking appropriate for the provision of 55 new flats, and this is set out below.

Parking Provision

The proposed amendment to the proposals at the site would see the provision of 55 dwellings, comprising flats of 1-2 bedrooms, and 58 parking spaces. This represents every dwelling benefitting from at least one parking space, which aligns with the adjacent Zone 2 parking requirements. Zone 2 parking requirements are considered more representative of the site's sustainable accessibility credentials and as such have been applied.

RBC's parking standards are Zonal, stipulating different standards for developments located in different zones. The application site is located within Zone 3, where a parking requirement of 1.5 spaces per 1-2 bedroom flat is required. Notwithstanding this, it should be noted that the site sits in close proximity to Zone 2, reflective of the sustainable transport options accessible from the site. For developments in Zone 2, a parking requirement of 1 space per dwelling applies.

As per the transport evidence base for the permitted application, the ratio of parking per unit falling slightly below the maximum requirement for a Zone 3 site should not be viewed as a detriment to the scheme. The site is readily accessible by frequent public transport services located within a short walking distance of the site, along with daily amenities located nearby reducing the reliance on the private car.

Finally, as agreed with RBC through the permitted scheme, the developer is committed to the provision of a new LTN 1/20 compliant share foot/cycleway along the site's frontage with Henley Road. This will further encourage trips to be made via sustainable modes, reducing the need for private car travel. Given these committed improvements and the site's sustainable location, the revised scheme is not envisaged to result in any parking overspill on surrounding roads.

Conclusion

To conclude, the provision of 58 parking spaces is considered suitable for the proposed 55 dwellings. The site is located within an inherently sustainable location, with the developer committed to enhancing this through the provision of a new shared footway/cycleway along Henley Road.

This is notwithstanding the fact that every proposed unit would benefit from at least 1 parking space, enabling future residents to make journeys considering both the sustainable location of the scheme as well as in line with policy requirements for each unit to be provided with at least one parking space.

As the nature of the proposals aligns with those previously approved, including matters of access, parking, servicing arrangements, sustainable accessibility, and traffic impact, the revised scheme at the site comprising residential units should also be deemed acceptable.

Kind regards,



Miguel Moya Ba(Hons)
Senior Transport Planner

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