

PROJECT:	Gas Holder Site, Reading		
TITLE:	REVISED PARKING NUMBERS		
REVISION:	REV 2		
PREPARED BY:	Sarah Allen	Date:	14 November 2024
APPROVED BY:	Sarah Allen	Date:	14 November 2024
REVISION BY	Sarah Allen	Date	6 March 2025

1 Introduction

Proposals to develop the Gas Holder site (RBC planning application no. 190627) were approved in 2021 for 130 dwellings and associated parking and access arrangements. As part of this permitted development a total of 127 parking spaces were to be provided along with EV charging provision on 10% of these spaces.

The provision of 127 parking spaces was agreed upon with the RBC Highway Authority based on two factors, current car ownership levels and the provision by an adjacent site.

An assessment of the car ownership levels for this ward, as derived from 2011 Census Data, was submitted to the Highway Authority along with the parking provision for the adjacent Bellway Homes site, which provided parking to Zone 1 parking standards. It was therefore agreed that the Gas Holder site, given its equally accessible location, could provide parking to Zone 1 standards. The initial masterplan of the site provided 127 parking spaces, exceeding the parking numbers required to meet the Zone 1 parking standards but below that of Zone 2.

This information was set out in detail in the Transport Assessment submitted in 2019 and was accepted by the Highway Authority.

2 Proposed Parking

During the detailed design process for the site, the Fire & Life Safety study identified that the EV charging provided within the covered car park area should be relocated to the areas that were not covered. As a result, the parking areas and the allocation of the EV charging spaces were reassessed.

In order to accommodate the EV charging spaces on the main access road whilst maintaining good quality pedestrian routes and key landscape areas, the 4 parallel parking spaces located on the access road adjacent to Block B have been removed. This is shown in **Appendix 1- Collado Collins Architects' Drawing - Proposed Plan-Ground Floor-Opt 1**, attached.

As set out above, the permitted scheme proposed 127 parking spaces, which was higher than the required Zone 1 parking standard. The new proposals would result in provision of 121 parking spaces with the required 10% EV charging spaces, totalling 12 EV spaces.

In considering the impact of this reduction in parking spaces on the development, Meinhardt have conducted a second review of car ownership data, using the same methodology as in the 2019 Transport Assessment, to ensure that car ownership levels have not significantly altered since the site gained planning permission.

This review uses more recent car ownership data from the 2021 National Census and, as set out in Table 1 overleaf, shows the comparison between the 2011 and 2021 car ownership data for the ward.

Table 1 – Car Ownership data comparison

Number of cars or vans	2011 Data	2021 Data	Change
No cars or vans in household	48%	52%	+4%
1 car or van in household	44%	41%	-3%
2 or more cars or vans in household	8%	7%	-1%

This data shows that car ownership in this area of Reading has actually reduced and that 52% of households have no car or van, compared to 48% in 2011. This increase in households with no car or van access demonstrates a reduced demand for parking.

Therefore, the proposed provision of 121 parking spaces for the site is still providing an excess of 14% more parking spaces than required by the Zone 1 parking standards (which requires 106 spaces). Thus, the reduction of 6 parking spaces on the site will have no material impact on future residents of the site and ample parking will still be provided.

3 Summary

Following the Fire & Life Safety study findings, the EV charging spaces were relocated to the surface parking areas along the access road. In order to accommodate this and maintain quality pedestrian routes and key landscape areas, the 4 parallel parking spaces adjacent to Block B were removed from the access road.

Applying the same principles as accepted on the permitted scheme, the provision of 121 spaces still exceeds the parking standard requirements for a Zone 1 site.

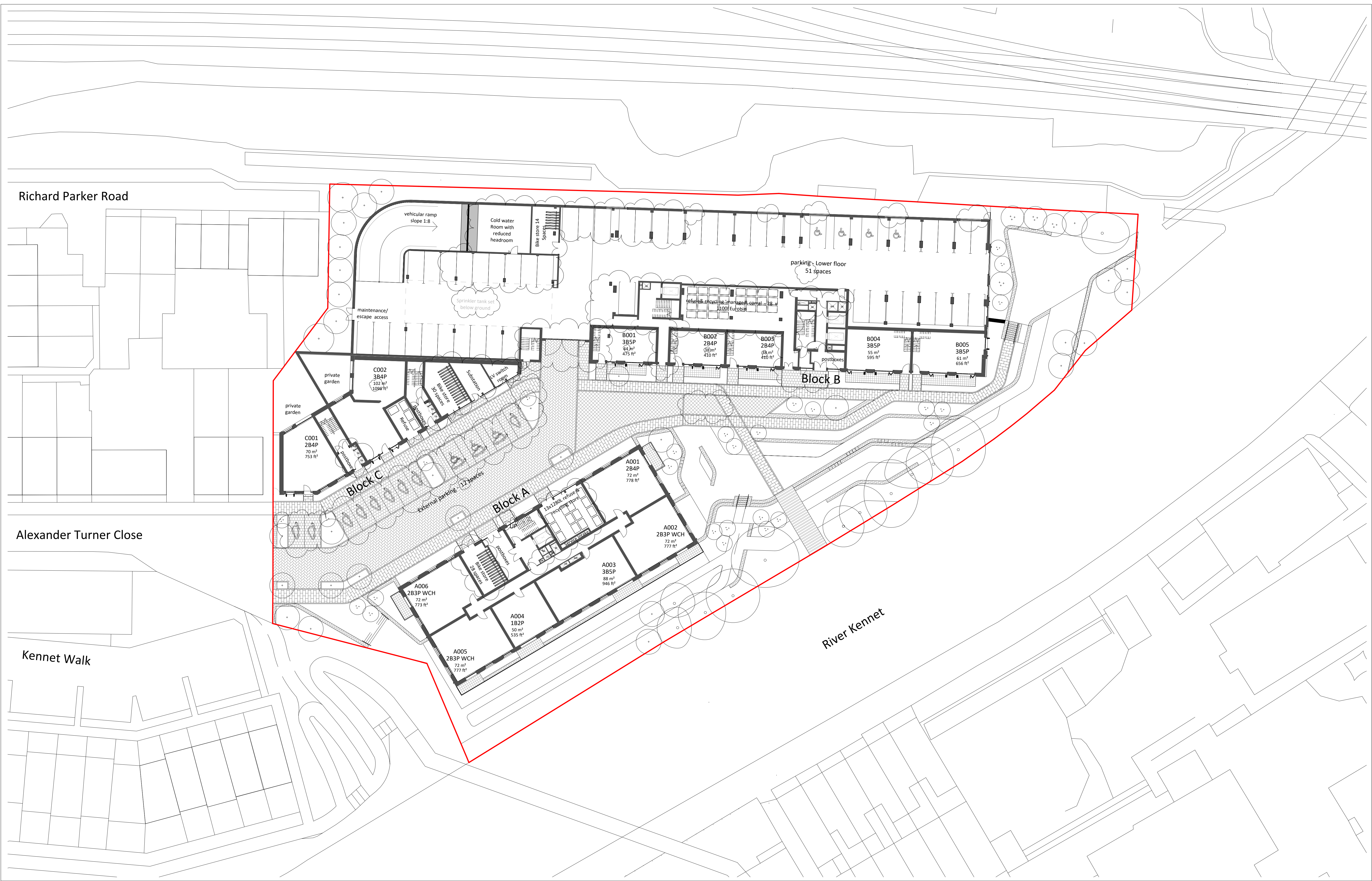
A review of car ownership data for the area for 2021 in comparison to 2011 indicates that car ownership in this area of Reading has fallen and that 52% of households have no car or van, up 4% from 2011.

Therefore, the reduction of 6 parking spaces on site will have no material impact on future residents of the site and ample parking will still be provided. The proposed update to parking provisions is therefore acceptable.

Appendix 1

Collado Collins Architects' Drawing

Proposed Plan-Ground Floor-Opt 1



NOTES

CONSULTANTS

- Refer to highways consultant's drawings for details
- Refer to landscape consultant's drawings for details
- Landscaping layout is indicative only

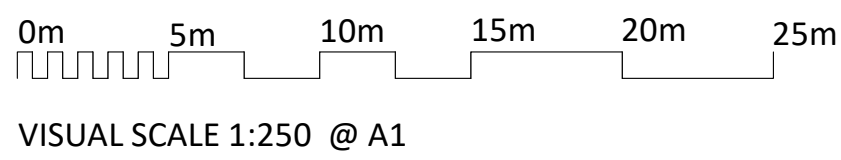
AREAS

- Refer to area schedule

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Rev	Notes	Date	By	Auth
P	Planning Application	28/03/19		
P1	Planning Amendments	23/09/19	LK	RC
P2	General update to Build Reg: Part B, Changes	20/02/24	TC	TC
P3	Stairs to units 9001-003 added back in/ unit C102 reduced to 65sqm C103 enhanced to 70sqm	16/07/24	TC	TC
P4	Landscape/ refuse and external parking amended	03/09/24	TC	TC
P5	Parking & Road Layout amended	12/11/24	TC	TC
P6	General Update to BS9991	25/02/25	TC	TC



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Danescroft (KDPM) LLP
Gas Holder, Reading
Proposed Plan-Ground Floor-Opt 1

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