

21/02/25

Planning Application Ref: PL/25/0102
Officer: Anthony Scholes
Application Type: Full planning permission
Address: 1029 OXFORD ROAD, TILEHURST, READING
Proposal: Development of new building to provide 2no.1 bedroom and 6no. 2 bedroom flats along with the creation of 8 parking spaces and associated landscaping Following the demolition of the existing building.

The site is located within Zone 3 Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities. The A329 Oxford Road is one of the main routes into Reading from the west, therefore, any proposal needs to comply with the Council's adopted Design Guidance for Residential Accesses on to Classified Roads.

The site currently comprises of a detached, two storey building which contains 4no Flats. This application seeks to demolish the existing building and construct a detached, two and a half storey building to accommodate 8 x 1 and 2 bedroom flats.

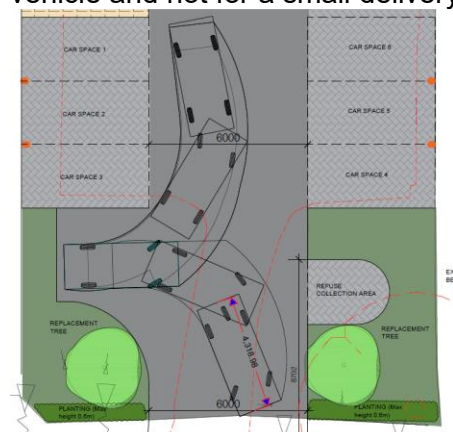
In accordance with the adopted Parking SPD, the development would require the following parking provision.

Size of Units	No of units	Required Standards Per Unit	Required Provision
1 & 2 bed units	8	1.5	12
Visitor space	8	1 per 4 unit	2
Total required			14

The proposal will bring vehicles closer to the highway following the extension of hardstanding at the front of the property. 6 parking spaces are proposed which falls well below the required parking provision. Car parking standards have been produced taking into account the proximity to bus services and other public transport facilities, these standards have been used to undertake an assessment to the level of parking required.

The applicant has referenced Census 2011 data to support the lower parking provision, however this relates to how people travel to work. We have looked at our own car ownership data for Kentwood Ward and data states 1.17 vehicles for a 1 bed unit and 0.93 for a 2 bed room unit, even taking into consideration the change of mix of the units, this still does not justify the proposed 6 spaces. A minimum of 10 spaces would be required for this development.

It is worth noting that the site at the moment would appear to have an over provision of parking for the existing units; This over provision allowed for on site turning of delivery vehicles. This application is generating an under provision and is therefore worsening what is already on site and will result in vehicles reversing into and out of the site to the detriment of highway safety. It is also worth noting that the recent tracking plan submitted (extract below) is for a standard vehicle and not for a small delivery van which was previously requested.



Cycle storage should be provided in accordance with the Councils current Parking Standards and Design SPD. Based on the mix of 1 and 2 bedroom units 0.5 cycle storage spaces would be required for each unit, this equates to a minimum of 4 secure and covered storage spaces, that should utilise Sheffield type stands. Submitted plan P0 5D identifies 8 cycle storage spaces located at the rear of the building in an accessible enclosed storage unit, this unit is deemed acceptable.

Bin collection area has been relocated adjacent to the access which would allow for kerb side collection; however the Councils Waste and Refuse should be contacted to ensure the correct capacity and types of bins are provided for the number of units proposed.

The applicant has not demonstrated that all the Transport and Highway aspects of the development are appropriate, therefore a refusal is recommended.

Suggested Refusal:

The proposed layout fails to demonstrate that it complies with the Local Planning Authority's standards in respect of vehicle parking. The proposed development would result in the intensification of the access. This could result in on-street parking/reversing movements on Oxford Road, adversely affecting road safety and the flow of traffic, and in conflict with local plan policies TR1 and TR3 of the Reading Local Plan 2019.

N.Hussain
Transport Development Control Advisor