

POST-PLANNING STATEMENT

41 Harcourt Drive, Earley, Reading



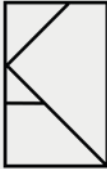
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VERSION CONTROL

FILE NAME	REV	DATE	ORIGINATOR / CHECKED	DETAILS
PLANNING STATEMENT	-	14/09/26	RI/OH	First issue

1. INTRODUCTION

This Post-Application Statement has been prepared on behalf of the applicant in response to the comments provided by Wokingham Borough Council Highways in relation to planning application 261625 for the proposed change of use of 41 Harcourt Drive from a dwellinghouse (Use Class C3) to an eight-bedroom House in Multiple Occupation (HMO).

The Highway Authority requested further information relating to parking provision, alternative parking opportunities, cycle parking arrangements and refuse storage and collection.

This statement has therefore been prepared to provide additional information and supporting evidence regarding:

- the highly sustainable location of the site and the anticipated profile of future occupants;
- expected levels of car ownership associated with student accommodation;
- the availability of alternative parking opportunities within the surrounding area;
- amended proposals for car parking, cycle parking and refuse collection arrangements.

The statement demonstrates that the proposed development is appropriately located to encourage sustainable travel, that demand for private vehicle parking is expected to remain low, and that adequate parking provision is available both within the site and in the surrounding area. Accordingly, it is considered that the proposal would not have a detrimental impact on highway safety, parking stress or the free flow of traffic within the local highway network.



▲ AERIAL IMAGE - the site as existing



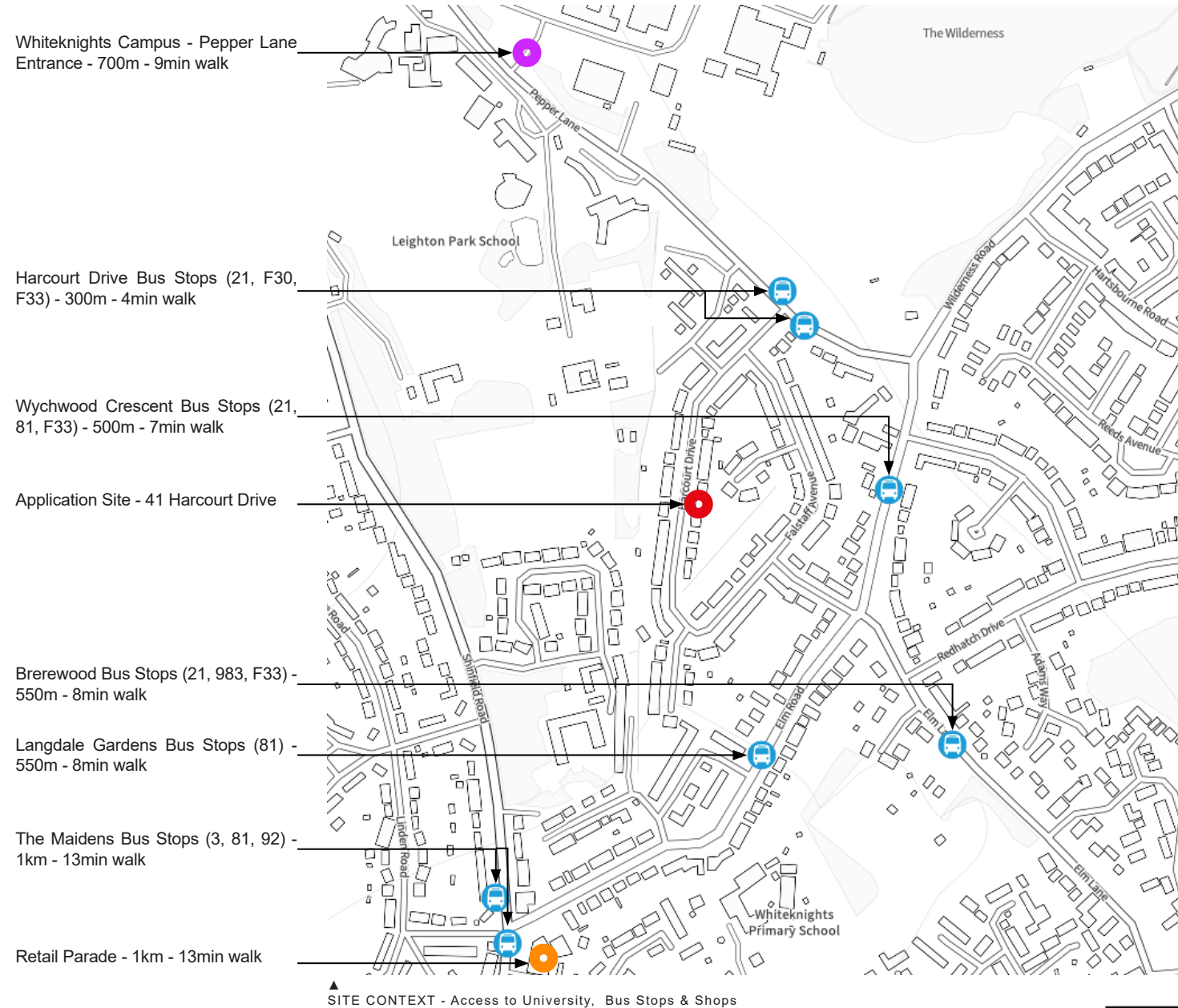
2. SITE LOCATION - LOCAL AMENITIES - INTENDED OCCUPANTS

The application site is situated approximately 700m (9 minutes' walk) from the entrance to the University of Reading's Whiteknights Campus. The property also benefits from convenient access to a range of day-to-day facilities and services, including a local shopping parade, supermarket, healthcare facilities and public transport connections, all within comfortable walking and cycling distance.

The proposal is intended to provide shared accommodation for students attending the nearby University of Reading. Given the site's close proximity to the university campus and local amenities, future occupiers would have little practical need to rely on private vehicles for their daily travel requirements. The proposal further supports sustainable travel patterns through the provision of secure cycle parking facilities.

The applicant also has experience managing comparable student accommodation properties within the local area. Based on the applicant's existing portfolio, student occupiers typically exhibit low levels of car ownership, with demand for parking significantly below the level that may be associated with conventional residential accommodation. Two examples from their portfolio are listed below:

- 102 Elm Road - 8 bedroom HMO let to students, with 5 off-street car parking spaces available. Only one student own a car in 2025-2026 academic year
- 25 Redlands Road - 10 bedroom HMO let to students, with 3 off-street car parking spaces available



3. ACCESS TO ALTERNATIVE CAR PARKING

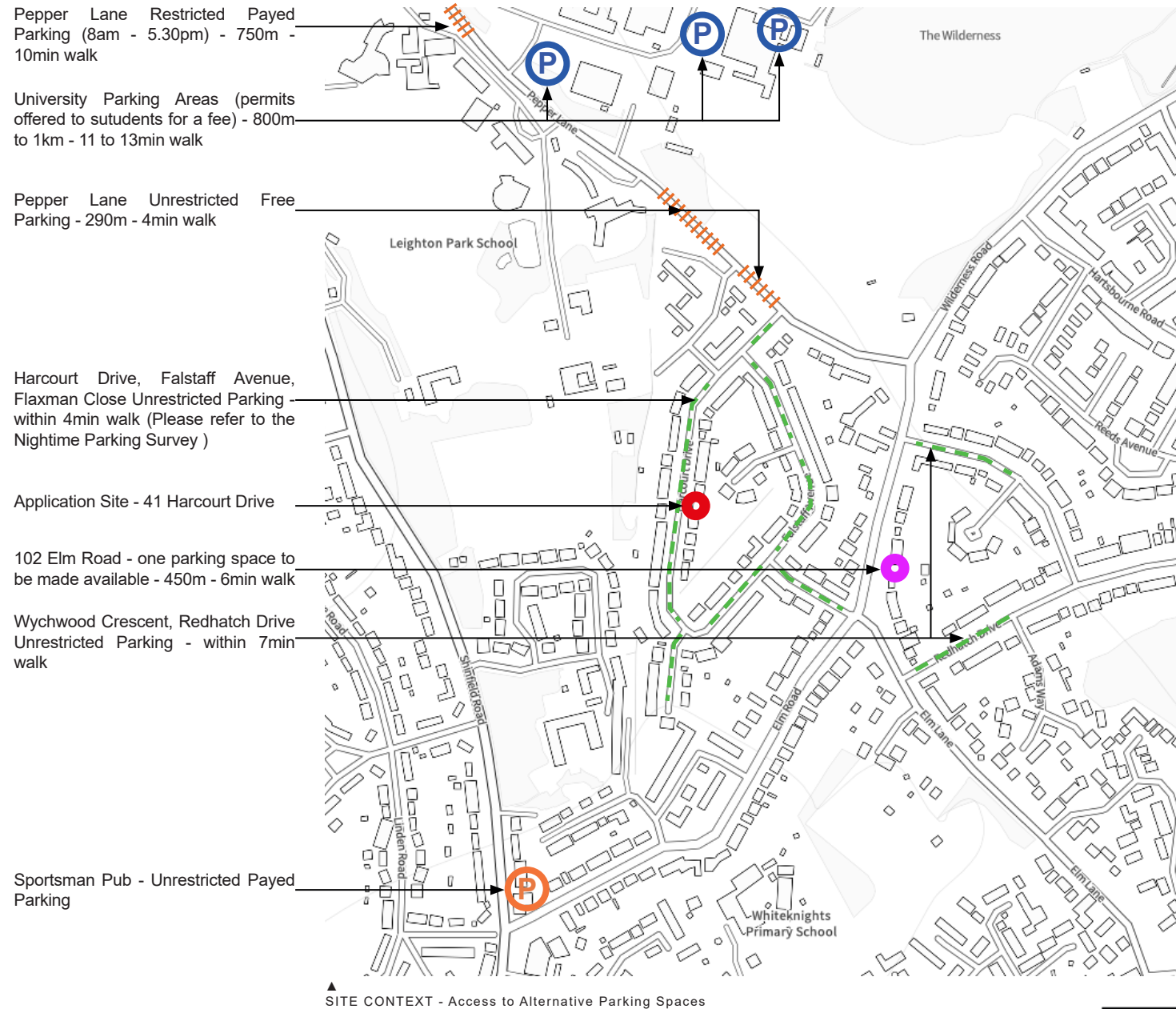
In response to the Highway Authority's request to demonstrate the availability of alternative parking provision, the plan opposite identifies a number of parking opportunities within a reasonable walking distance of the application site.

In addition to the two off-street parking spaces provided as part of the proposals, unrestricted on-street parking is generally available on Harcourt Drive, Falstaff Avenue and Flaxman Close, all of which are located within approximately four minutes' walking distance of the property. Further unrestricted parking opportunities are available on Wychwood Crescent and Redhatch Drive, situated within approximately seven minutes' walk of the site.

The applicant is also the sole owner of 102 Elm Road, an 8 bedroom HMO, with 5 off street parking spaces available. There is an excess of 1 parking space, which the applicant is happy to allocate for the use of no. 41 Harcourt Drive.

Beyond these locations, further parking provision exists along Pepper Lane, including unrestricted on-street parking and areas of managed parking. University parking facilities are also available within walking distance of the property, with permit-based parking opportunities accessible to students, subject to the University's parking arrangements.

Collectively, these locations demonstrate that a range of alternative parking opportunities exist within convenient walking distance of the application site. While it is considered unlikely that demand for parking associated with the proposed HMO would exceed the two on-site spaces provided, the surrounding area is capable of accommodating occasional overspill parking demand without causing obstruction to the highway, footways or neighbouring properties.



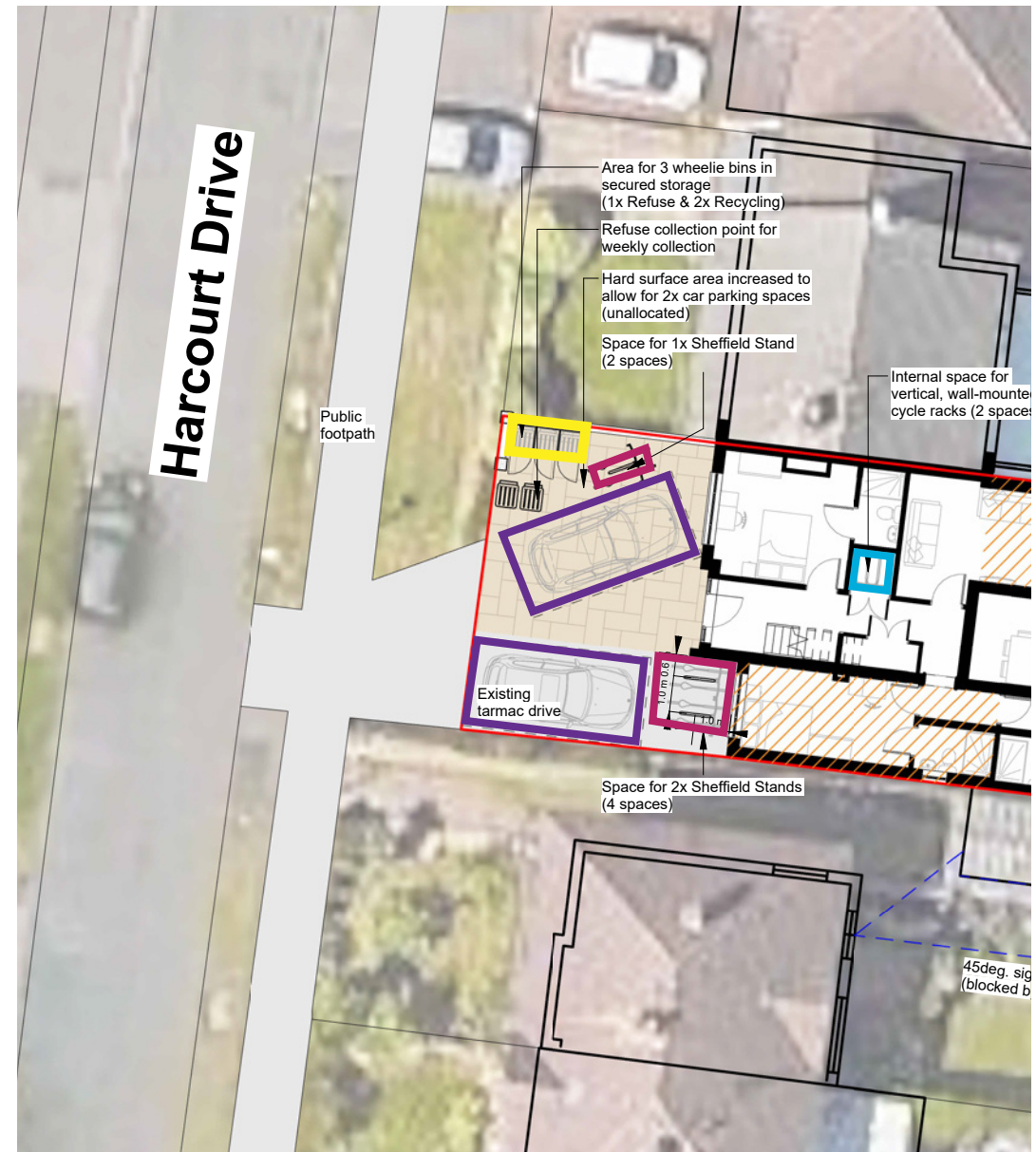
4. CAR PARKING, CYCLE AND REFUSE ARRANGEMENTS

In order to address the remaining comments, the proposals have been amended to allow for the following:

- unallocated car parking spaces that utilise the existing dropped kerb
- direct access to 8 cycle parking spaces in the form of 3 Sheffield stands within the front driveway and 2 vertical, wall mounted racks within the communal hallway.
- refuse collection point for kerbside collection

KEY

- Bin Store
- Car Parking
- Cycle Parking - Wall Mounted
- Cycle Parking - Sheffield stand



▲ Proposed Site Plan Showing Front Driveway (not to scale)



5. CONCLUSION

The proposed development has been carefully reviewed in response to the comments received from the Highway Authority. The additional information contained within this statement demonstrates that the proposal would provide an appropriate level of parking, cycle parking and refuse storage for the intended use.

The site occupies a highly sustainable location within walking distance of the University of Reading, local shops, public transport services and other day-to-day amenities. As a result, future occupiers are expected to have a significantly lower reliance on private vehicles than would typically be associated with conventional family housing. This expectation is supported by evidence from the applicant's existing student accommodation portfolio, where car ownership levels remain consistently low.

Two unallocated off-street parking spaces are proposed within the site and the parking layout has been revised to utilise the existing dropped kerb, in accordance with the Highway Authority's recommendations. In addition, a range of unrestricted and managed parking opportunities exist within easy walking distance of the property, together with an additional off-street parking space under the applicant's control at 102 Elm Road.

The proposal also provides dedicated cycle parking facilities and an identified refuse collection point, addressing the remaining matters raised by the Highway Authority.

Taking account of the intended student occupancy, the sustainable location of the site, the provision of two unallocated on-site parking spaces, and the availability of alternative parking opportunities within the surrounding area, it is concluded that the development would not result in an unacceptable parking demand, highway safety concerns, or obstruction of the local highway network. The proposal is therefore considered to satisfactorily address the Highway Authority's comments and should be supported from a transport and parking perspective.

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