
Technical Note

Project No: ITB17485
Project Title: Dee Road Fire Station
Title: Resubmission – Supporting statement
Ref: ITB17485-003
Date: 28 February 2023

Former Dee Road Fire Station, Reading

Overview

An application for a residential development at the former Dee Road Royal Berkshire Fire and Rescue Station, located off Dee Road, was submitted in August 2022 (*RBC Ref: 221130*). The planning application sought approval for 63 dwellings at the site and was supported by a Transport Statement (i-Transport report no. ITB17485-001A). A further note on parking provision was provided alongside amended plans submitted in December 2022, setting out that the level of parking provided across the site is line with both parking standards and local car ownership levels.

This note supports further amended plans and addresses comments raised by Reading Borough Council (RBC) following that submission, in terms of the design of the layout, location of proposed bus stop, and pedestrian movements.

Revised Development

The revised development proposal comprises 54 residential dwellings, consisting of 31 houses and 23 apartments. The revised layout is contained at **Appendix A**. A total of 87 parking spaces are provided, of which 62 are allocated and 25 are unallocated.

Layout changes

Drawing ITB17485-GA004 shows the location of the existing accesses to be stopped up, as well as the location of the new access points, and the proposed location of the relocated bus stop, i.e. in the vicinity of the new open space. It is proposed that the existing pole only infrastructure be replaced.

Visibility

Drawing ITB17485-GA001 shows the visibility spays achievable from the proposed accesses onto Dee Road. As requested by RBC, a splay of 2.4m x 70m has been identified.

Drawing ITB17485-002 shows the visibility spays achievable from the proposed accesses onto Spey Road. This identifies that visibility splays of 2.4m x 43, are achievable, which is commensurate with the posted speed limit.

Swept Path Analysis

Swept path analysis (SPA) of the revised site layout is included within **Appendix B**. This shows that the site can be accessed and serviced by both refuse vehicles and fire tenders in line with the required standards.

Plots 15 to 31 and Blocks 1 and 2 will be served internally within the site, with appropriately placed refuse collection points provided across the site. Properties fronting onto Dee Road and Spey Road will be served from those corresponding streets.

Drawings ITB17485-GA003 and GA005 show that both a refuse vehicle and fire tender can turn within the site in front of block 1 and 2, as well as the parking for units 30/31. The parking for units 30/31 is setback to ensure that there is adequate space for the vehicles to turn. Units 30 and 31 both have parking provided in line with RBC's standards.

Parking on Spey Road

During the determination period, RBC have raised concern over the location of the driveways serving plots 9 to 17, as there is concern that people may park in a tandem style i.e. one behind another, which would potentially block the existing footway which runs along Spey Road.

It is of note that the opportunity to bring the spaces forward was investigated, however this would have required the stopping up of the highway, which due to land ownership issues was not considered to be a feasible option at this time.

The following sets out what mitigation has been included to minimise the likelihood of people parking in this fashion, and why the chance of this occurring is considered to be a low risk, and should not stop the development from coming forward:

- Plots 9 to 17, comprise eight 3 bed units. Each dwelling has two parking spaces. This is in line with the RBC standards, which require 2 spaces per dwelling. It is of note that the standards do not require visitor parking to be provided over and above the 2-space provision. It must therefore be envisaged that the two spaces identified within the standard is enough to accommodate demand of both residents and visitors.
- There are additional unallocated parking spaces provided within the development, which could be used by residents of plots 9 to 17 if necessary.
- The parking provision on Spey Road is all within the adopted highway and is not allocated. During site visits there has always been a number of unused parking spaces in the vicinity, which visitors would be able to utilise.
- As set out in i-Transport's technical note ITB17485-002, local Census data identifies that an average of 28% of dwellings do not own a car (this percentage ranges from 25% to 31%) and that the average car ownership per house is 1.19 vehicles (ranging from 1.15 to 1.27). The demand for more than 2 cars to be parked in front of any one of these dwellings is very low.
- To deter anyone from parking in front of their allocated spaces, the existing footway and verge have been swapped over. This means that any vehicle considering parking in front of their allocated spaces would completely block the footway, which is likely to reduce the occurrence of anyone actually parking in this manner.
- Should it be considered necessary, double yellow lines could be provided along the frontage of the driveways. This would allow RBC to take enforcement action against anyone parking in the highway, between the carriageway and their allocated driveway.

Pedestrian Flows

An assessment of the likely number of pedestrian trips being made from the development has been requested by RBC. Given the limited number of multi modal sites of this scale in TRICS, the Census Journey to work data has been used to determine the likely mode of travel to and from the site and the associated number of pedestrian trips, based on the identified vehicular trip rate.

As set out in **Table 2**, based on this calculation it is estimated that there would be in the region of 4 two way pedestrian trips in any of the peak hours.

Table 2: Likely mode of travel and associated flows

Method of Travel	Mode Share (%)	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
Underground	0.2%	0	0	0	0	0	0
Train	6.8%	1	2	3	2	1	3
Bus	14.4%	1	4	5	4	2	5
Motorcycle	0.7%	0	0	0	0	0	0
Car Driver	56.3%	5	15	20	14	7	21
Car Passenger	6.1%	1	2	3	2	1	2
Cycle	3.4%	0	1	1	1	0	1
On foot	11.2%	1	3	4	3	1	4
Other	0.9%	0	0	0	0	0	0
Total	100%	9	27	36	26	12	36

Bus stop location

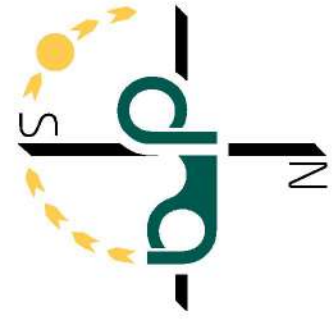
Currently there is a flag only bus stop on Spey Road, some 35m to the north of Dee Road. While there is a precedence locally for bus stops to be provided in front of parking spaces, it is proposed to relocate this stop adjacent to the landscaped open space area, rather than the stop being provided in front of dwellings 9 to 17. The stop would be some 70m further north than it is currently.

In terms of its relationship to existing bus stops, the new location would be some 460m from its preceding stop and 170m to the next stop (which is located just outside Oak Tree House). While the distance between the proposed and existing stop will increase, this does not make it less accessible for many residents between the two stops, as there are pedestrian routes, which would reduce the walk distance to the stops and areas such as Eldart Close will be closer to a stop. The relocation is unlikely to impact upon the operation of the existing bus route and the flag only stop will be located in a more accessible and attractive location.

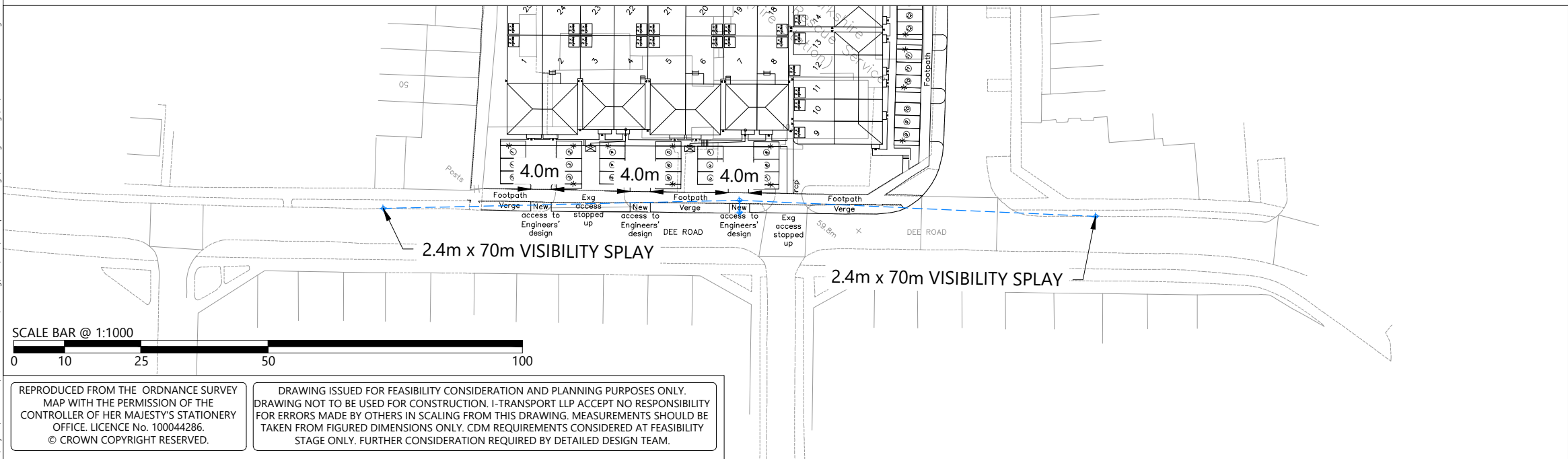
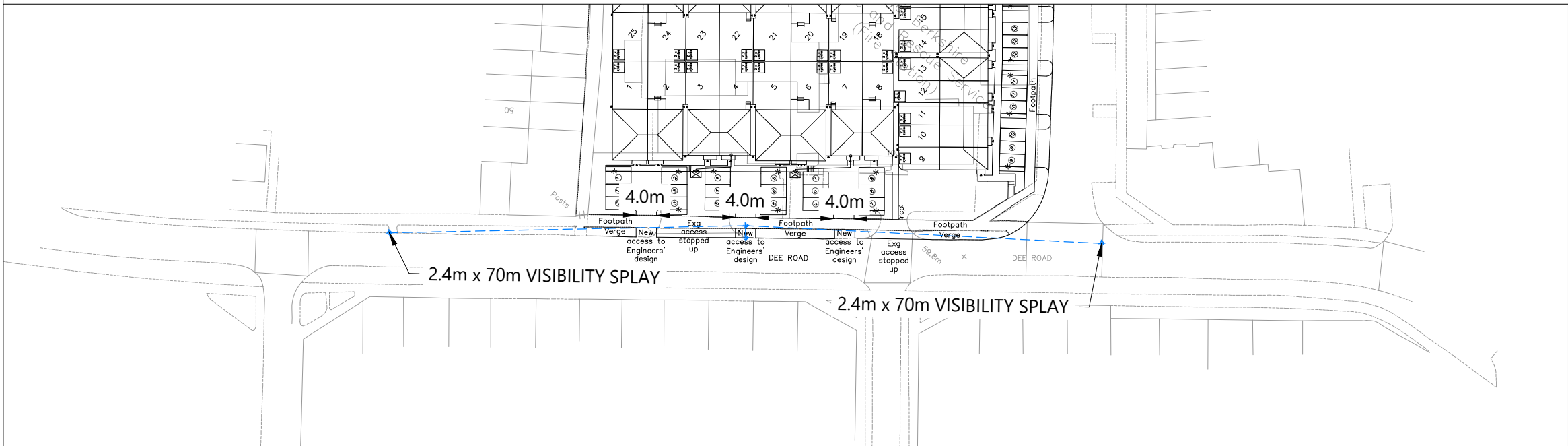
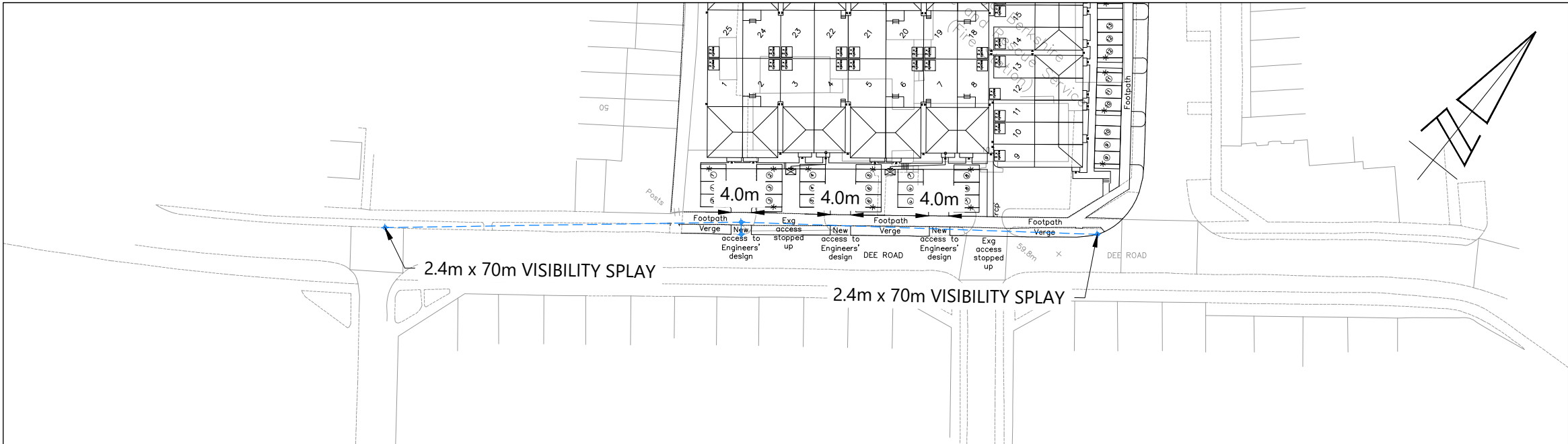
Summary

In summary, the revised layout has been tracked and it has been shown that a refuse vehicle and fire tender can access the site, turn and leave in a forward gear. Parking in line with standards is provided and while considered unlikely to happen, the opportunity for tandem parking on Spey Road has been mitigated against.

Appendix A – Site Layout



Appendix B - Drawings



B	22.02.23	MM	SITE LAYOUT UPDATED	JDW	JDW
A	27.07.22	MM	SITE LAYOUT UPDATED	BB	JDW
REV	DATE	BY	DESCRIPTION	CHK	APD

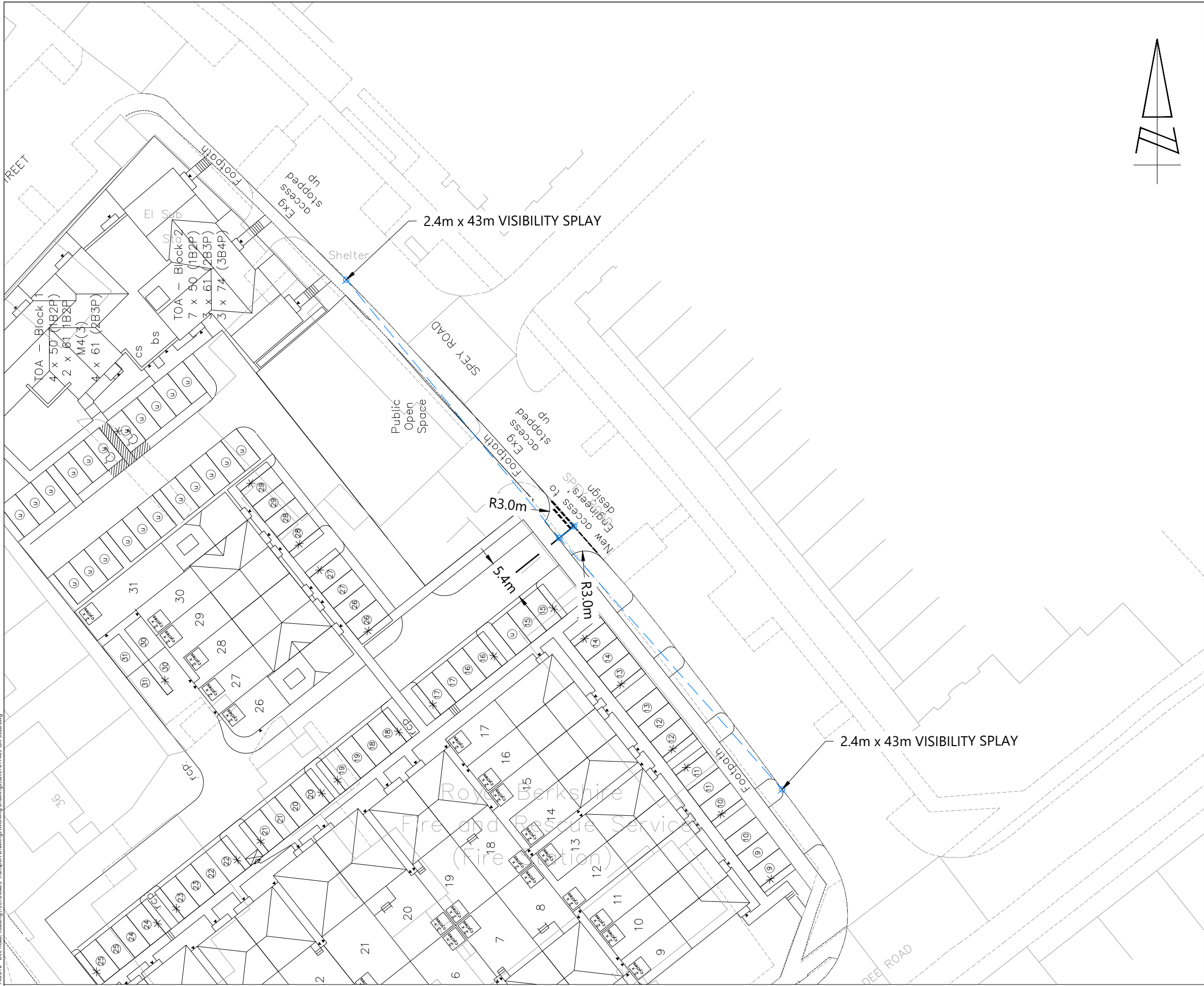
STATUS: FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
www.i-transport.co.uk

Tel: 01256 637940

TITLE: ACCESS VISIBILITY SPLAYS - DEE ROAD		
PROJECT: DEE ROAD, READING		
CLIENT: BELLWAY HOMES		
DRAWN: MM	CHECKED: JDW	APPROVED: JDW
PROJECT No: ITB17485	SCALE @ A3: 1:1000	DATE: 20.06.22
DRAWING No: ITB17485-GA-001		REV: B



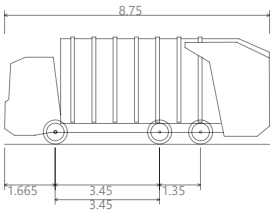
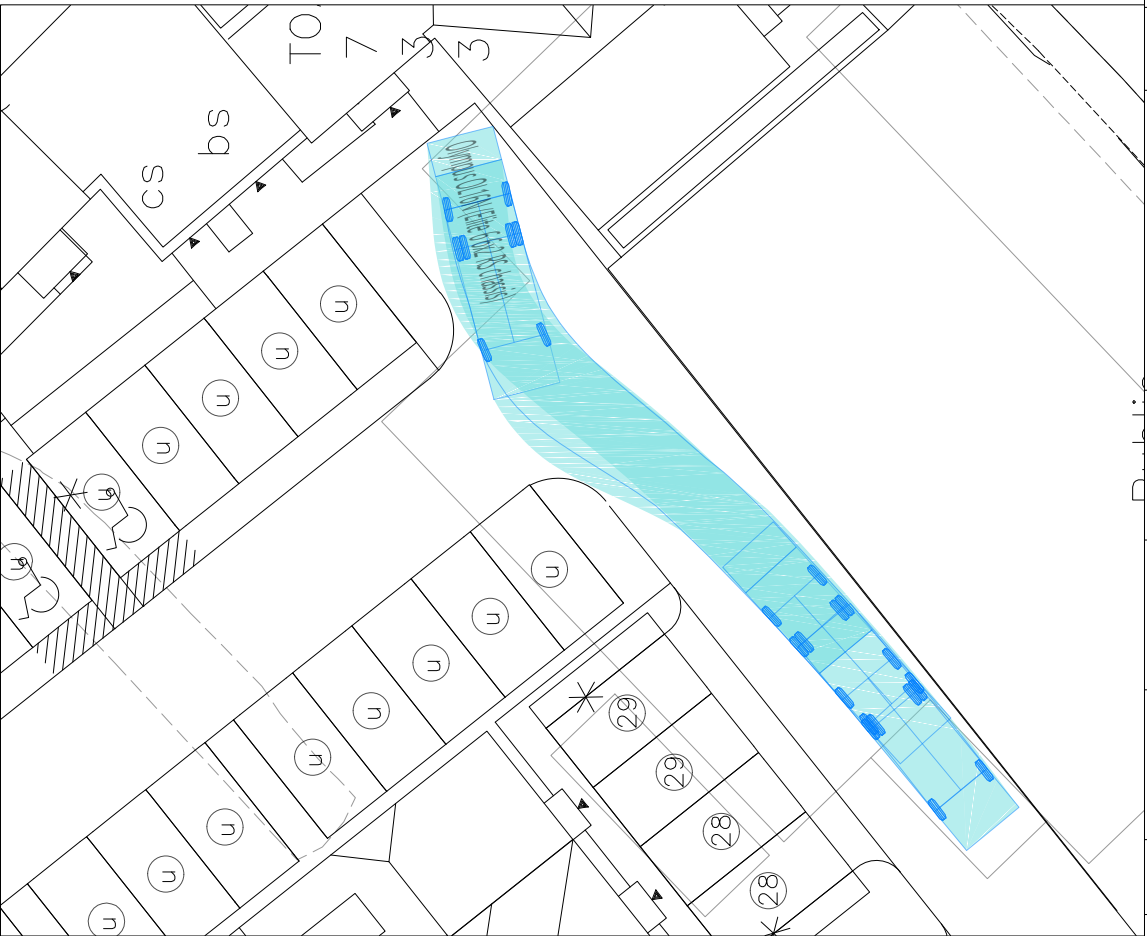
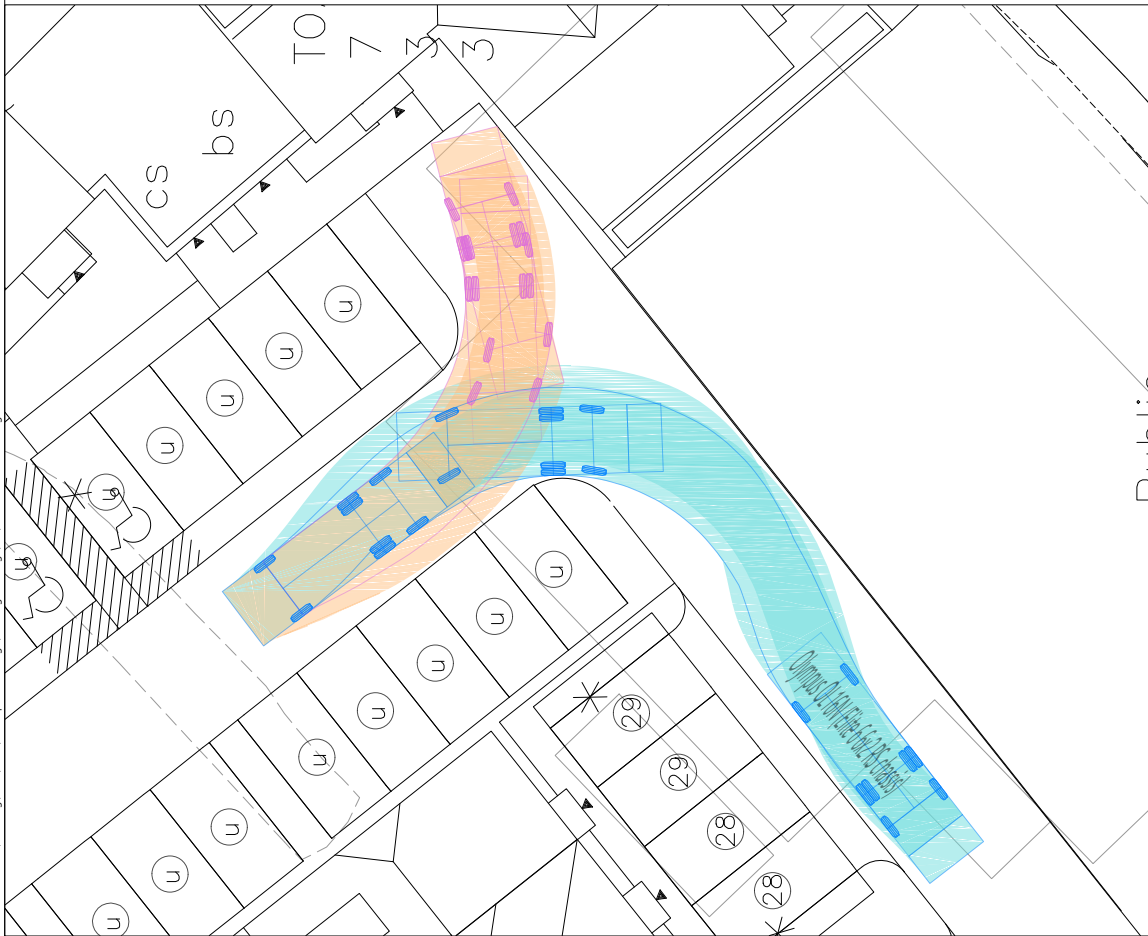
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B A	22.02.23 27.07.22	MM MM	SITE LAYOUT UPDATED SITE LAYOUT UPDATED			JDW BB JDW JDW
REV	DATE	BY	DESCRIPTION			CHK APD
STATUS: FOR INFORMATION						
 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk						
TITLE: ACCESS VISIBILITY SPLAYS - SPEY ROAD						
PROJECT: DEE ROAD, READING						
CLIENT: BELLWAY HOMES						
DRAWN: MM		CHECKED: JDW		APPROVED: JDW		
PROJECT No: ITB17485		SCALE @ A3: 1:500		DATE: 20.06.22		
DRAWING No: ITB17485-GA-002					REV: B	



Olympus OL16N (Elite 6 6x2 RS chassis)
Overall Length 8.750m
Overall Width 2.250m
Overall Body Height 3.540m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.150m

F	28.02.23	JD	SWEPT PATHS AMENDED	JDW	JDW
E	22.02.23	MM	SITE LAYOUT UPDATED	JDW	JDW
D	22.12.22	MM	SITE LAYOUT UPDATED	RS	JDW
C	13.12.22	MM	SITE LAYOUT UPDATED	BB	JDW
B	27.07.22	MM	SITE LAYOUT UPDATED	BB	JDW
A	19.07.22	MM	SWEPT PATHS AMENDED	BB	JDW

REV	DATE	BY	DESCRIPTION	CHK	APD
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STATUS: FOR INFORMATION



The Square, Basing View,
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TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT: DEE ROAD, READING

CLIENT: BELLWAY HOMES

DRAWN: MM CHECKED: BB APPROVED: JDW

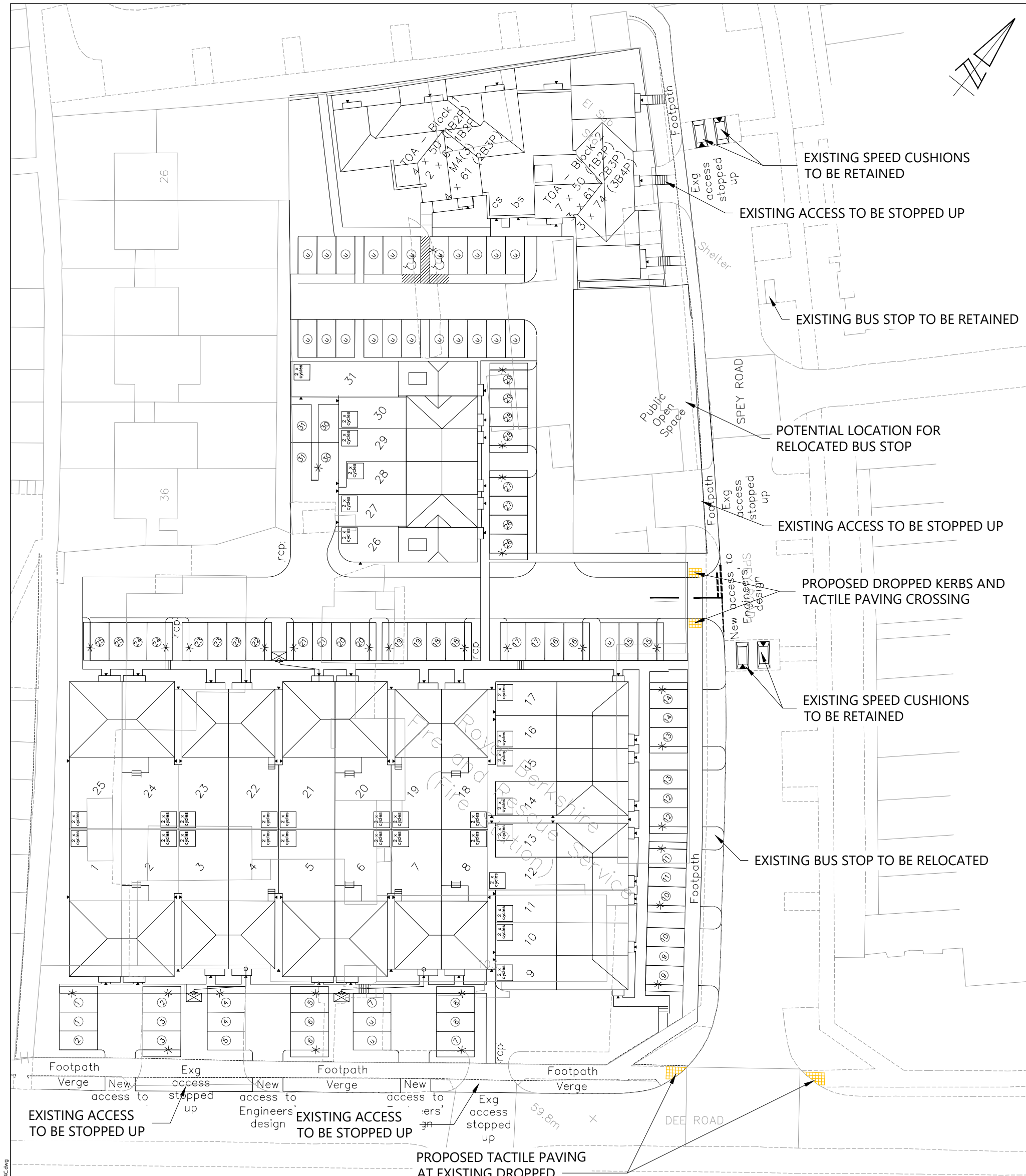
PROJECT No: ITB17485 SCALE @ A3: 1:250 DATE: 20.06.22

DRAWING No: ITB17485-GA-003 REV: F

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SCALE BAR @ 1:500

0 5 10 25 50

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CLIENT:

BELLWAY HOMES

TITLE:

EXISTING LOCATIONS OF BUS STOPS AND SPEED CUSHIONS

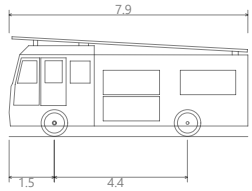
PROJECT:

DEE ROAD, READING

C	28.02.23	JD	SITE ACCESS UPDATED	JDW	JDW
B	22.02.23	MM	SITE LAYOUT UPDATED	JDW	JDW
A	27.07.22	MM	SITE LAYOUT UPDATED	BB	JDW

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
DRAWN:		CHECKED:		APPROVED:	
MM		JDW		JDW	
PROJECT No:		SCALE @ A3:		DATE:	
ITB17485		1:500		30.06.22	
DRAWING No:				REV:	
ITB17485-GA-004				C	

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Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.350m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

E	28.02.23	JD	SWEPT PATHS AMENDED	JDW	JDW
D	22.12.22	MM	SITE LAYOUT UPDATED	RS	JDW
C	13.12.22	MM	SITE LAYOUT UPDATED	BB	JDW
B	27.07.22	MM	SITE LAYOUT UPDATED	BB	JDW
A	19.07.22	MM	SWEPT PATHS AMENDED	BB	JDW

REV	DATE	BY	DESCRIPTION	CHK	APD
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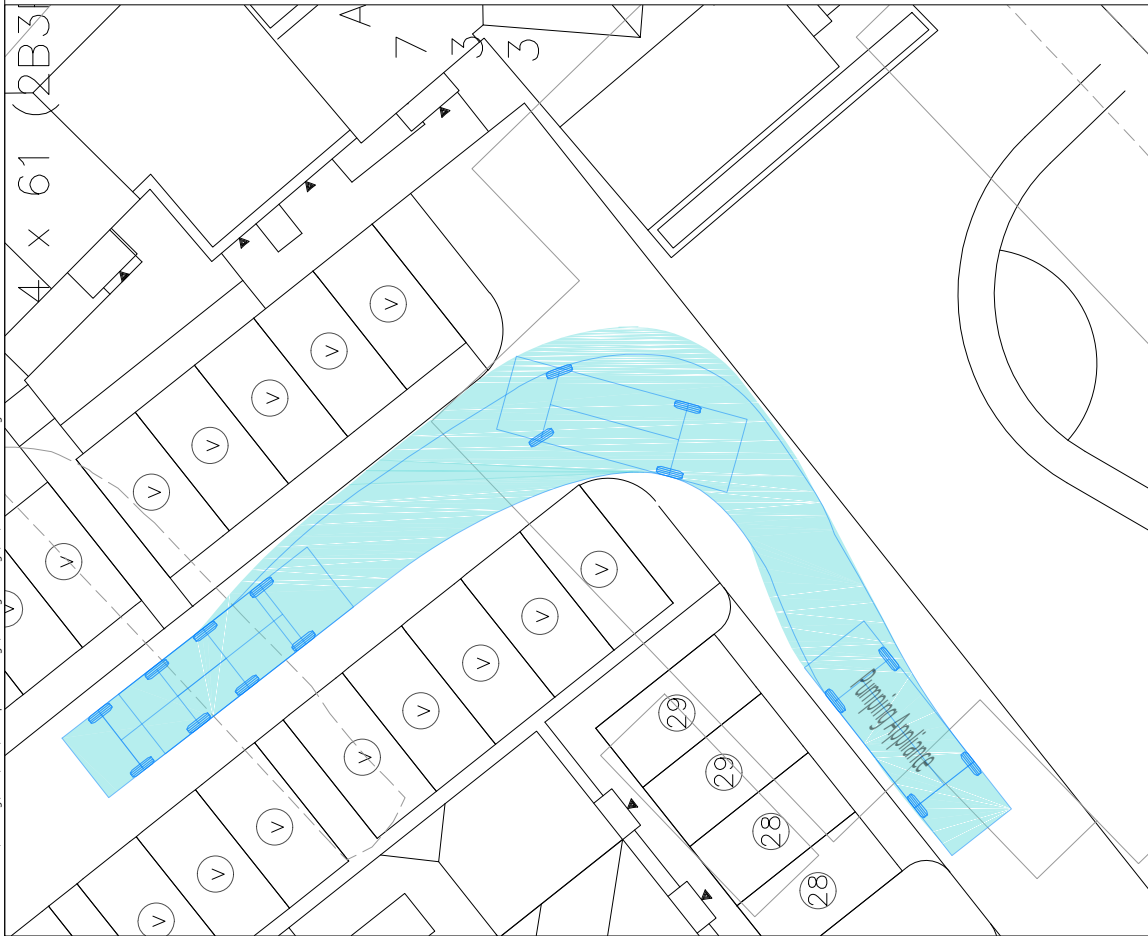
TITLE: SWEPT PATH ANALYSIS - FIRE TENDER

PROJECT: DEE ROAD, READING

CLIENT: BELLWAY HOMES

DRAWN: MM	CHECKED: BB	APPROVED: JDW
PROJECT No: ITB17485	SCALE @ A3: 1:250	DATE: 15.07.22

DRAWING No: ITB17485-GA-005
REV: E



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