

**Third floor upward extension,
providing 699 sqm of new
office floor space with additional
fenestration to facilitate an active
frontage**

**60 Portman Road, Reading,
RG30 1EA**



Transport Statement

1. Introduction

- 1.1. This Transport Statement has been commissioned to support a proposal to provide a third floor upward extension, providing 699 sqm of new office floor space at 60 Portman Road, Reading, RG30 1EA.
- 1.2. The proposal is the subject of a Planning Application and it is intended that this statement will form part of the submission to the Local Planning Authority.
- 1.3. The statement describes the existing conditions on site as well as the proposed development. It considers the policy context before analysing the scheme's compliance with this transport policy.

2. Existing Conditions

- 2.1. The 0.34ha site is located in the Loverock Road Trading Estate, fronting onto Portman Road, with vehicular access taken from Caxton Close via Loverock Road. Pedestrian access to the building is possible from both Portman Road and Caxton Road.
- 2.2. Portman Road is a main trunk road connecting Cow Lane with Oxford Road. Loverock Road is the service road running through the trading estate and Caxton Close connects the site to it.
- 2.3. The building is currently occupied by MotorEasy, which benefits from a serviced delivery and loading area at the north-east corner of the site off Caxton Road.
- 2.4. There is a 48-space, open air car park located on the second floor of the building and this is accessed from Lockrock Road via a ramp.
- 2.5. The nearest bus stop is a 500m walk away on Oxford Road. This is a primary bus route with multiple services running to Reading town centre throughout the day.

3. Proposed Development

- 3.1. The proposed development seeks approval for 699 sqm of new employment space above the existing second floor. Access to the development site will remain unchanged.
- 3.2. The proposals also include the reconfiguration of the existing car park. This will include providing cycle parking, additional disabled spaces and active charging point spaces for electric vehicles.
- 3.3. The proposal provides 46 car parking spaces, which is a net loss of 2 spaces on site. The following analysis will consider the compliance of the reconfigured car park arrangements against the Local Plan parking standards.

4. Policy

- 4.1. The Local Development Plan Framework documents for consideration when assessing transport matters are as follows:
 - Reading Borough Council Local Plan (2019)
 - Revised Parking Standards and Design SPD (2011)
 - National Planning Policy Framework (NPPF)
- 4.2. Relevant policies from the Development Plan are set out below:
 - TR3: Access, Traffic and Highway-Related Matters
 - TR5: Car and Cycle Parking and Electric Vehicle Charging

5. Analysis

- 5.1. Policy TR5 states that developments should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Local parking standards are set out in the Revised Parking Standards and Design Supplementary Planning Document (SPD).
- 5.2. 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.
- 5.3. The development would therefore be required to provide the following parking provisions:
 - 1no. space per 50sqm of Class E Office Space
 - 1no. space per 150sqm of Class B Storage Space
 - 1no. cycle space per 200 sqm of E(a) Office space
 - 1no. cycle space per 45 sqm of B8 Storage space
 - 1no. active charging point space for every 10 spaces
- 5.4. The amount of existing employment floor space is as follows:
 - E(a) Office Space: 1357 sqm

- B8 Storage: 881 sqm

5.5. Table 1 and 2 provide a breakdown of the floorspace per floor level and the car/cycle parking space requirements:

Floor	Use Type	Floorspace	Policy Requirement	Car Parking Space Requirement
Ground	B8 Storage	731 sqm	1 per 150 sqm	5 spaces
Ground	B8 Ancillary Rooms	150 sqm	1 per 150 sqm	1 spaces
First	Void	-	-	-
Second	E(a) Office	658 sqm	1 per 50 sqm	14 spaces
Third (proposed)	E(a) Office	699 sqm	1 per 50 sqm	14 spaces
Total		2238 sqm		34 spaces

Table 1: Car Parking Space Requirements

Floor	Use Type	Floorspace	Policy Requirement	Cycle Parking Space Requirement
All floors	E(a) Office	1357 sqm	1 per 200 sqm	7 spaces
All floors	B8 Storage	881 sqm	1 per 450 sqm	2 spaces
Total		2238 sqm		9 spaces

Table 2: Cycle Parking Space Requirements

5.6. Plan no. 3755/205B (shown below) demonstrates that the following parking provision can be provided within the reconfigured parking layout.

- 46no. car parking spaces, including 5no. disabled spaces
- 12no. cycle parking spaces within a covered area, which is 6m x 2.5m in size.
- 5no. active charging point space



Figure 1: Proposed 2nd floor plan (3755/205B) with revised car parking arrangement

Summary

- 5.7. The revised parking provision on site can provide 46 car parking spaces against a requirement of 34 spaces. 12no. cycles spaces can be provided which meets the Council's adopted standards. 5no. electric active charging spaces are also provided.
- 5.8. Despite the net loss of 2no. spaces, the reconfigured car park provides a benefit to the parking facilities on site by providing 5no. disabled spaces, dedicated cycle parking and 5no. charging spaces. This outweighs any impact of losing the two spaces on site. The proposal provides 12 more spaces than required by the standards.
- 5.9. The proposal therefore complies with policies TR3 and TR5 in that it provides car parking and cycle parking that is appropriate to the accessibility of the site's location within the Borough.

6. Details of the Delivery and Servicing of the Building

- 6.1. The building benefits from a delivery and servicing area which is accessed off of Caxton Close.
- 6.2. The existing use on site creates an average of 2 deliveries a day including post, 'Fruit n More' and courier deliveries. There is also one refuse and recycling collection per week which accesses the site in this location.
- 6.3. It is proposed that the delivery and servicing of the building will remain unchanged if this is application is consented.



Figure 2: View of the delivery and servicing area within the site from Caxton Road

7. Conclusion

- 7.1. This Transport Statement has set out that the proposals will deliver an increased employment floorspace on site of 699sqm.
- 7.2. This provides a total car/cycle space requirement for the whole building of 34 car parking spaces and 9 cycle parking spaces, as well as 5 active car point spaces.
- 7.3. The reconfigured car park can accommodate 46 car parking spaces, 12 cycle parking spaces and 5 active charging point spaces. While this is a net loss of 2 car parking spaces when compared to existing, it is considered that the provision of an above policy compliant number of car and cycles spaces, active charging spaces and new disabled spaces will more than mitigate the loss of 2 spaces.
- 7.4. The proposal therefore complies with Policies TR3 and TR5 of the RBC Local Plan 2019 as well as the parking space requirements of the Revised Parking Standards and Design SPD (2011).



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