

Site: 72 A-D Admirals Court, Reading
Prepared by: GR
Approved by: David McMurtary
Date: 11 May 2021

1.0 Introduction

1.1 This technical note has been prepared on behalf of Kingswood Homes Ltd. in relation to an appeal proposal to construct six additional residential flats within 72 A-D Admirals Court, in Reading. The building currently consists of four flats with four parking spaces fronting onto Admirals Court.

1.2 Planning consent was refused in February 2021 (application reference: 201480) with one highways related reason for refusal citing a lack of on-site car parking provision. Reason for refusal 1 stated that:

"The applicant has failed to demonstrate that the proposed development would not have a material detrimental impact on the functioning of the transport network. The proposed on-site parking provision is inadequate, intensifying existing parking pressures and compromising the safety of users of the transport network including pedestrians and cyclists. The proposal is therefore contrary to A.2 (1) (a) of Class A, Part 20 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended)."

1.3 This technical note assesses the impact of the additional flats on existing parking and transport links, providing evidence to demonstrate that there is sufficient car parking both on-site and on-street to accommodate all demand resulting from the proposed eight flats.

2.0 Site Location

2.1 The appeal site is located approximately one kilometre south of Reading town centre, and falls within the unitary authority of Reading. The appeal site location in relation the surrounding area is depicted below in **Figure 2.1**.

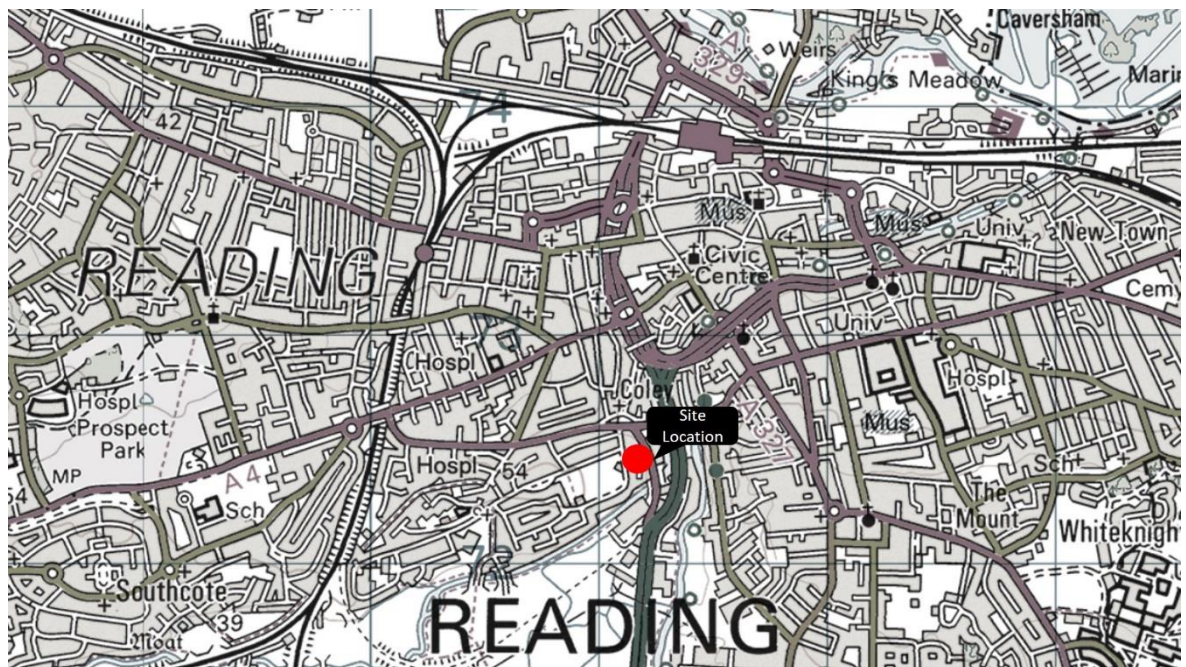


Figure 2.1 – Appeal Site location in relation to the surrounding area.

2.2 The appeal site is situated on Admirals Court, a residential cul-de-sac which links onto Rose Kiln Lane to the east. The A33 can be accessed from Rose Kiln Lane to the south of the appeal site, the A33 then links to the M4 providing access to Bristol and Slough. To the north Rose Kiln Lane provides access into Reading town centre.

2.3 There are no parking restrictions on Admirals Court, or along Rose Kiln Lane in the vicinity of the appeal site.

Accessibility by Non-car modes

2.4 The appeal site is easily accessible by foot via the adjacent footways on all local roads. The distance from appeal site to town centre is approximately one kilometre which equates to a walking time of approximately 12 minutes.

2.5 The nearest bus stop to the appeal site is located approximately 140 metres from the appeal site. The 11 bus operates from this stop, linking into the centre of Reading every 20 minutes.

3.0 Development Proposals

3.1 The development proposals seek the construction of two additional storeys on the existing building to create six 1-bed flats.

3.2 Reading Borough Council outline car parking standards within the revised parking standards and supplementary design document 2011. For a residential 1-2 bedroom flat a car parking provision of one space is required per unit. No additional car parking provision will be provided on site, although the following paragraphs seek to demonstrate that sufficient parking capacity exists both on-site and on-street to accommodate any additional parking demand resulting from the proposed six flats.

3.3 An additional cycle store will be provided to accommodate six cycles (one per flat). An extended refuse storage unit will also ensure sufficient provision is made for waste and recycling.

4.0 Existing on-street parking

4.1 The existing on-street car parking occupancy levels or 'stress', surrounding the appeal site were assessed through the undertaking of manual parking surveys using the principles of the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2009). This is a commonly accepted methodology for understanding current parking demand.

4.2 The Lambeth methodology parking survey involves one overnight parking survey between the hours of 00:30 and 05:30 hours on two separate weeknights. This is intended to capture the maximum residential parking demand within a 200-metre radius of the site. The Lambeth methodology states that one parking space should be measured at five metres.

4.3 The local parking network is considered 'stressed' when on-street parking occupancy exceeds 85% capacity.

4.4 The survey area consisted of parking spaces available within the 200-metre radius of the site and compromised of the following roads:

- ▶ Admirals Court; and
- ▶ Rose Kiln Lane.

4.5 The number of existing parking spaces in the survey area were identified as part of the analysis. For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5 metres. Physical bays have been divided into 5 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any spaces or lengths of kerb shorter than 5 metres, along with crossovers, have been eliminated from the available kerb space, in accordance with guidance.

- 4.6 The survey results are included for reference at **Appendix A**. Across the assessment area there are an equivalent of 24 parking spaces on Admirals Court. The survey concluded that whilst there are no parking restrictions on Rose Kiln Lane, car parking is unlikely to take place.
- 4.7 In terms of car parking occupancy within the peak periods, the results are set out in full within Table 4.1 for the Tuesday 20th April 2021 at 04:45 hours survey and Table 4.2 for the Wednesday 21st April 2021 at 05:00 hours survey.

Street Name	Spaces	Used	Occupancy
Admirals Court	24	12	50%
Rose Kiln Lane	0	0	0%
Total	24	12	50%

Table 4.1 - Parking Survey Results- Tuesday 20th April 2021.

Street Name	Spaces	Used	Occupancy
Admirals Court	24	10	42%
Rose Kiln Lane	0	0	0%
Total	24	10	42%

Table 4.2 - Parking Survey Results- Wednesday 21st April 2021.

- 4.8 Tables 4.1 and 4.2 indicated that there were between 12 and 14 available spaces on Admirals Court during the time of the survey. This equates to a worst case parking occupancy of 50%, which is well below the 85% parking occupancy where a study area becomes 'stressed'.
- 4.9 It is noted that at the time of the survey on both occasions only one of the four car parking spaces was occupied. This is also highlighted within the aforementioned survey results, and serves to show that only one of the four existing flats within 72 A-D Admirals Court owns a car and parks on site.

Development Related Parking

- 4.10 To provide an indication of the likely car availability associated with the flats, a review of census data for the category 'Accommodation Type by Car or Van Availability' has been investigated for the resident population of the output area within which the site is located (2011 output).
- 4.11 Since the development proposal is for flats, a comparison has been made to only flatted developments. Table 4.3 summarises the car and van availability for housing developments within the localised super output area Reading 011.

Number of Cars/Vans	Car/Van ownership rate
No Cars/Vans	50%
1 Car/Van	44%
2+ Cars/Vans	7%
Total	100%

Table 4.3: Level of Car/Van Availability – Flats (Reading 011 super output area)

- 4.12 Based on the above, it is likely that three out of six flats will not own a car, whilst a further three flats will likely own one car.

- 4.13 72 A-D Admirals Court currently accommodates four car parking spaces, although only one space was in use at the time of the survey. This correlates well with the above census data, demonstrating that car ownership is low. The existing parking spaces to the front of the building are unallocated, and could therefore be utilised by the proposed flats. It is likely therefore, that the proposals could make use of existing on-site parking availability without resulting in any impact on-street.
- 4.14 Even if all three development related cars were to park on-street, there is more than ample parking provision on Admirals Court as shown by the results of the parking beat. A further three cars parked on Admirals Court would increase demand to 15 cars, with 9 spaces still free. This would increase overall parking demand to 63%, which is still somewhat below 85%.
- 4.15 Therefore, there is sufficient capacity both on-site and on-street to accommodate any increase in demand associated with the appeal proposal.

5.0 Conclusion

- 5.1 In conclusion the analysis described in this Technical Note demonstrates any parking demand associated with proposed flats can be accommodated on-site. Even if robustly assuming some overspill, there is ample capacity on-street at present. Therefore the development will not impact on local network parking stress. On this basis, it is considered that no adverse parking impact will arise from the development.

Appendix A

Parking Beat Survey Data

72 ADMIRALS COURT, READING, RG1 6SP.

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

APRIL 2021

LAMBETH METHODOLOGY



BENCHMARK DATA COLLECTION

72 A-D ADMIRALS COURT, READING, RG1 6SP - PARKING STRESS SURVEY - TUESDAY 20/04/2021 04:45

AREA NOT IN A CONTROLLED PARKING ZONE					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	TOTAL LENGTH (m) OF UNRESTRICTED PARKING	NUMBER OF UNRESTRICTED (5m) PARKING SPACES	NUMBER OF VEHICLES PARKED	UNRESTRICTED PARKING STRESS %
ADMIRALS COURT	522.6	129.6	24	12	50
ROSE KILN LANE	578.6	0	0	0	-
TOTAL	1101.2	129.6	24	12	50

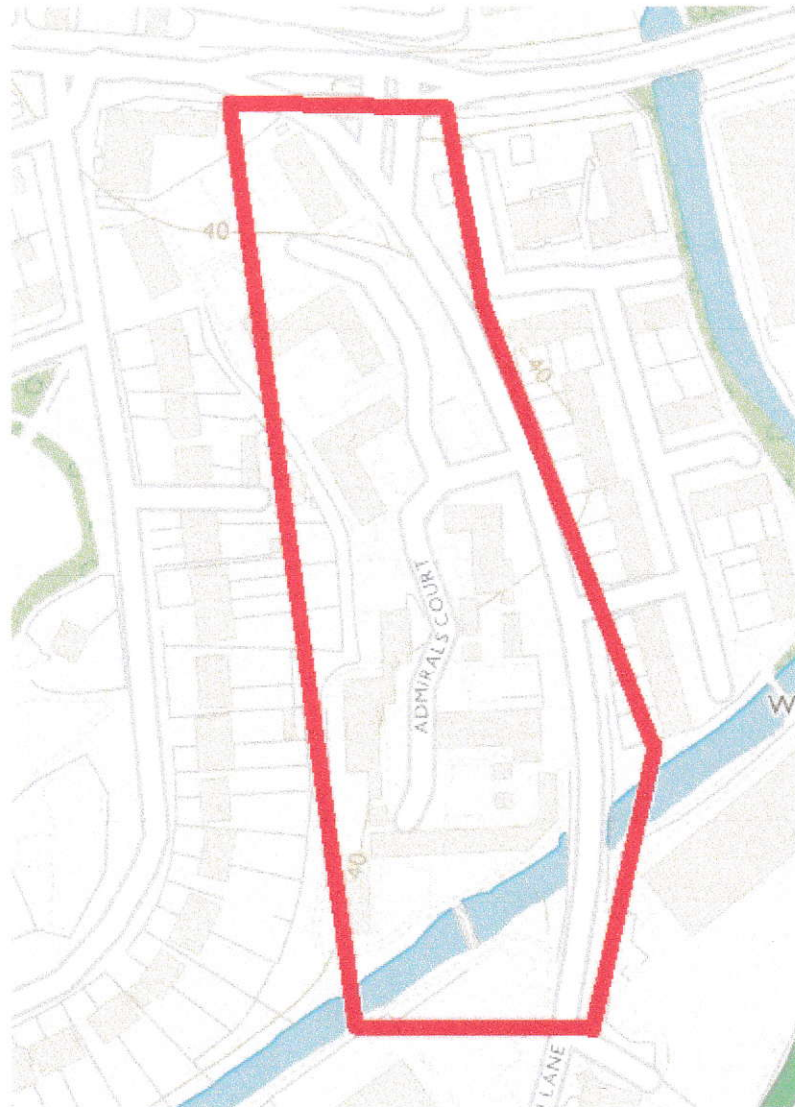
72 A-D ADMIRALS COURT FORECOURT PARKING = 1 VEHICLE (CAPACITY = 4 VEHICLES)

72 A-D ADMIRALS COURT, READING, RG1 6SP - PARKING STRESS SURVEY - WEDNESDAY 21/04/2021 05:00

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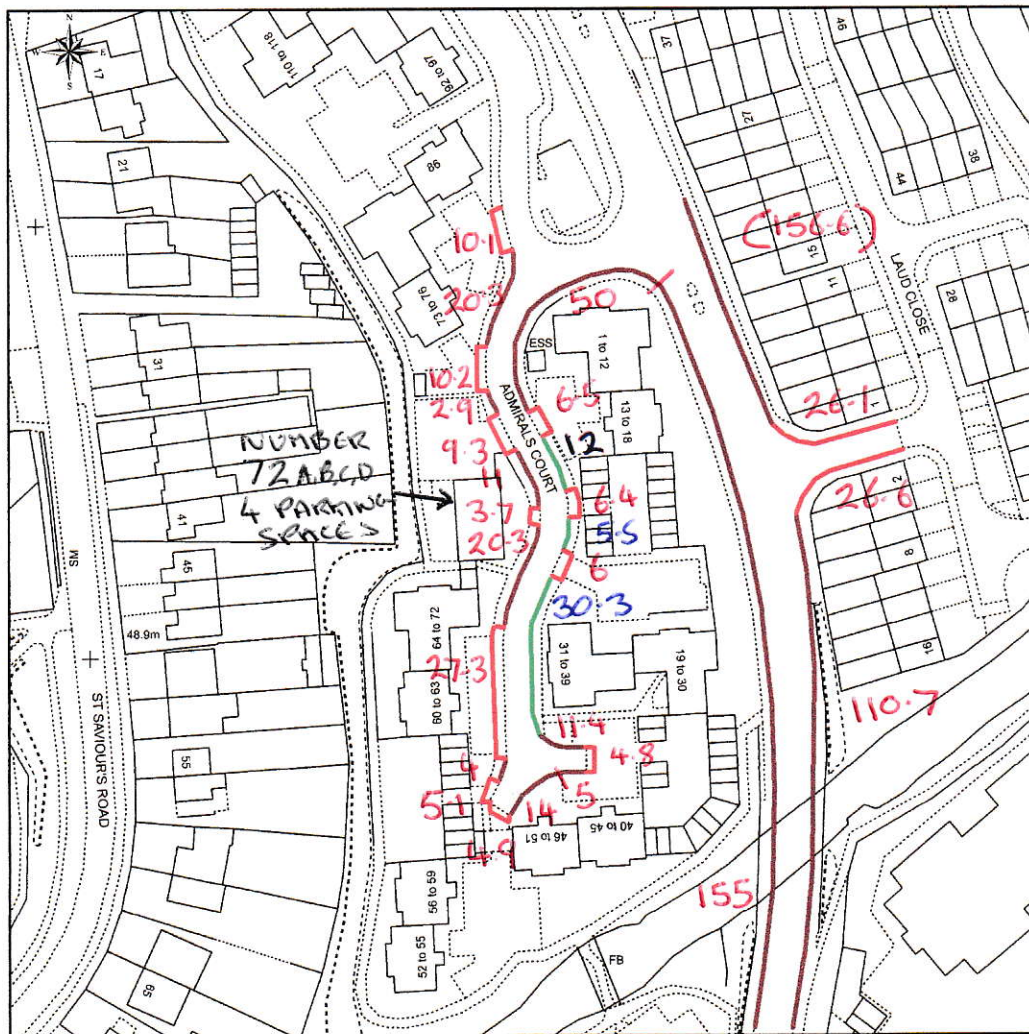
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SURVEY AREA



**72 A-D ADMIRALS COURT, READING
PARKING STRESS SURVEY
SURVEY AREA**

**BENCHMARK
DATA COLLECTION
N.T.S.**



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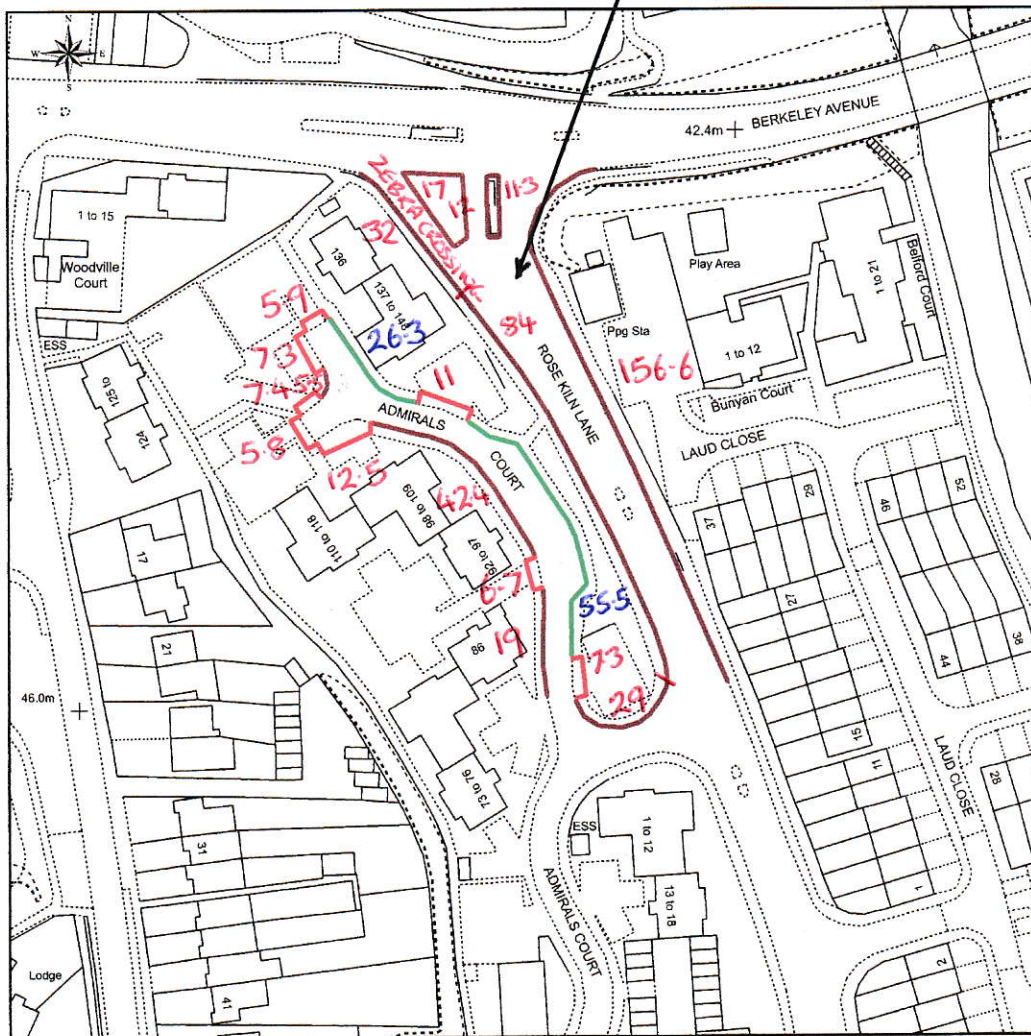
- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ⌈ DROPPED KERB

PARKING RESTRICTIONS

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

ROSE KILN LANE
UNSUITABLE FOR PARKING DUE TO
SPLITTER ISLANDS, JUNCTION ROAD MARKINGS,

ZEBRA
CROSSING



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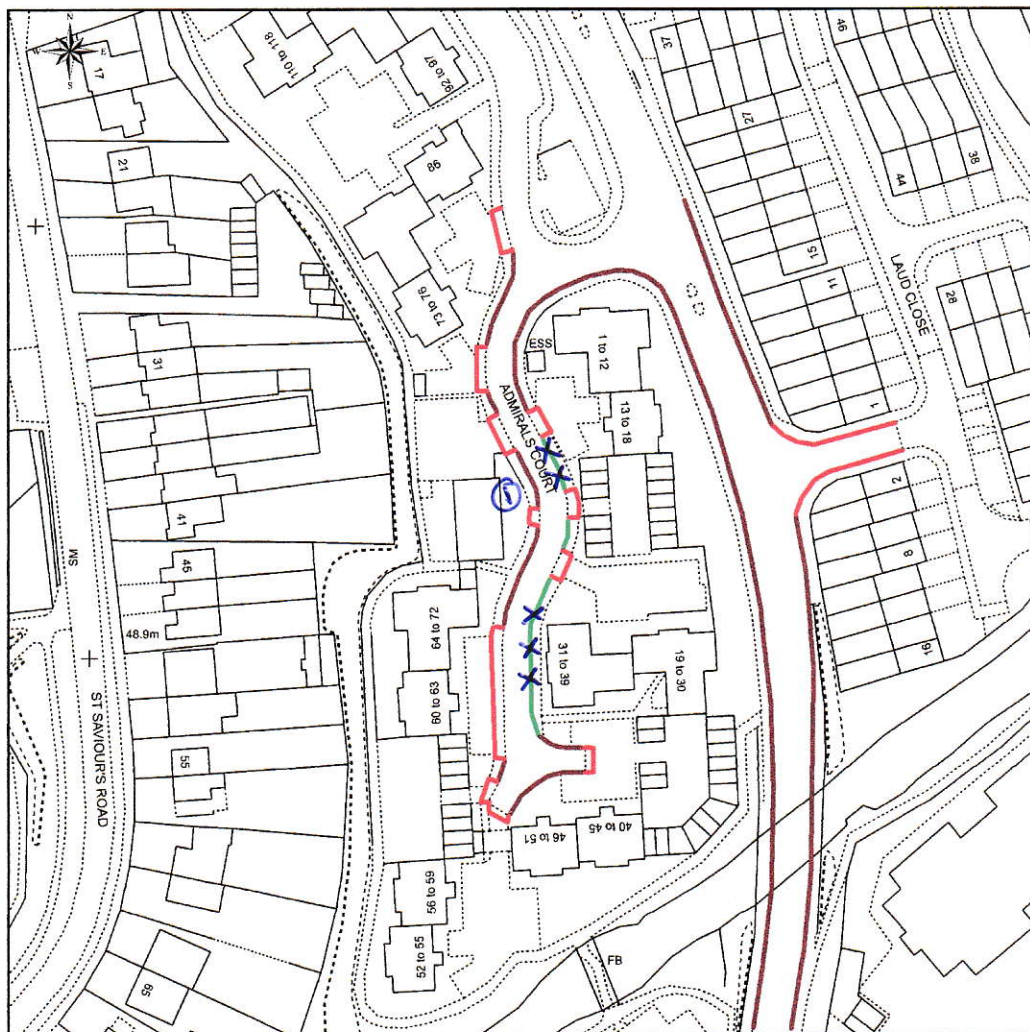
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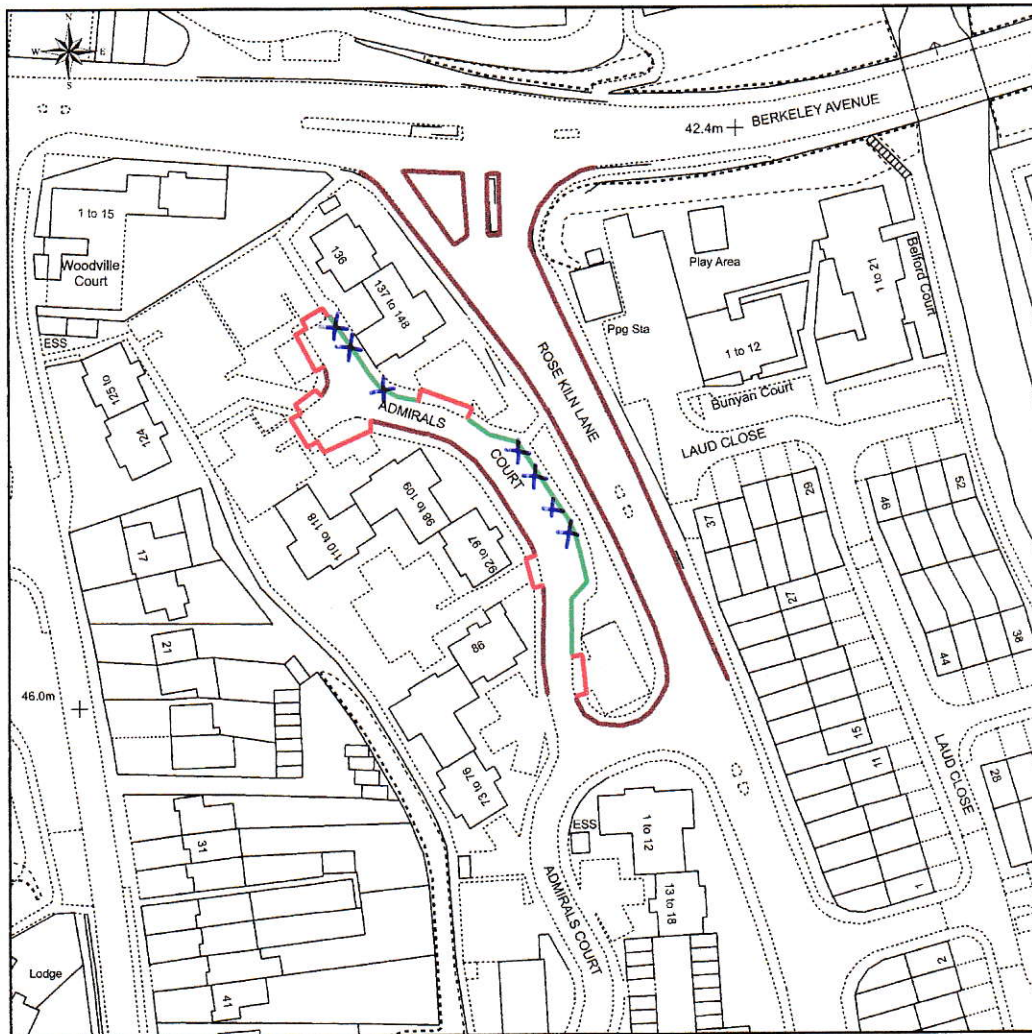
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ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

TUESDAY 20/04/2021 - 04:45



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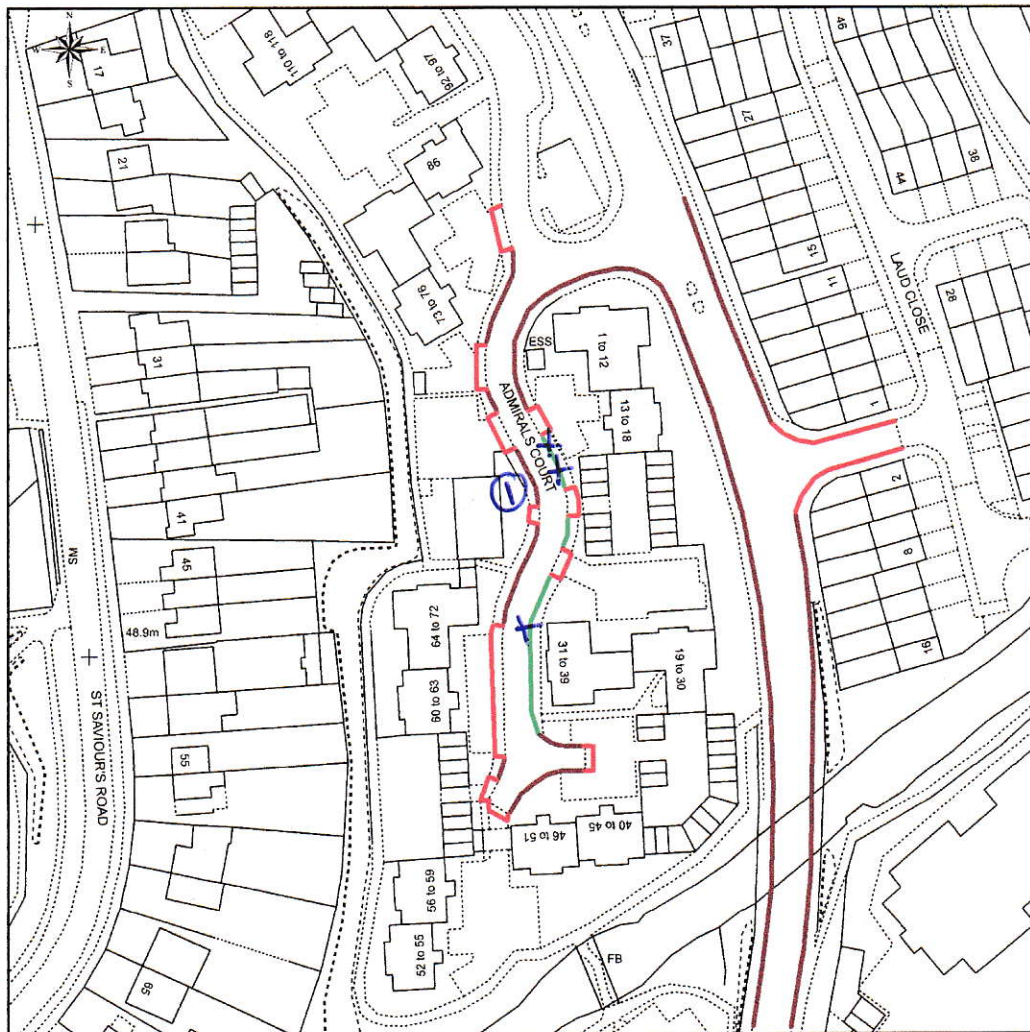
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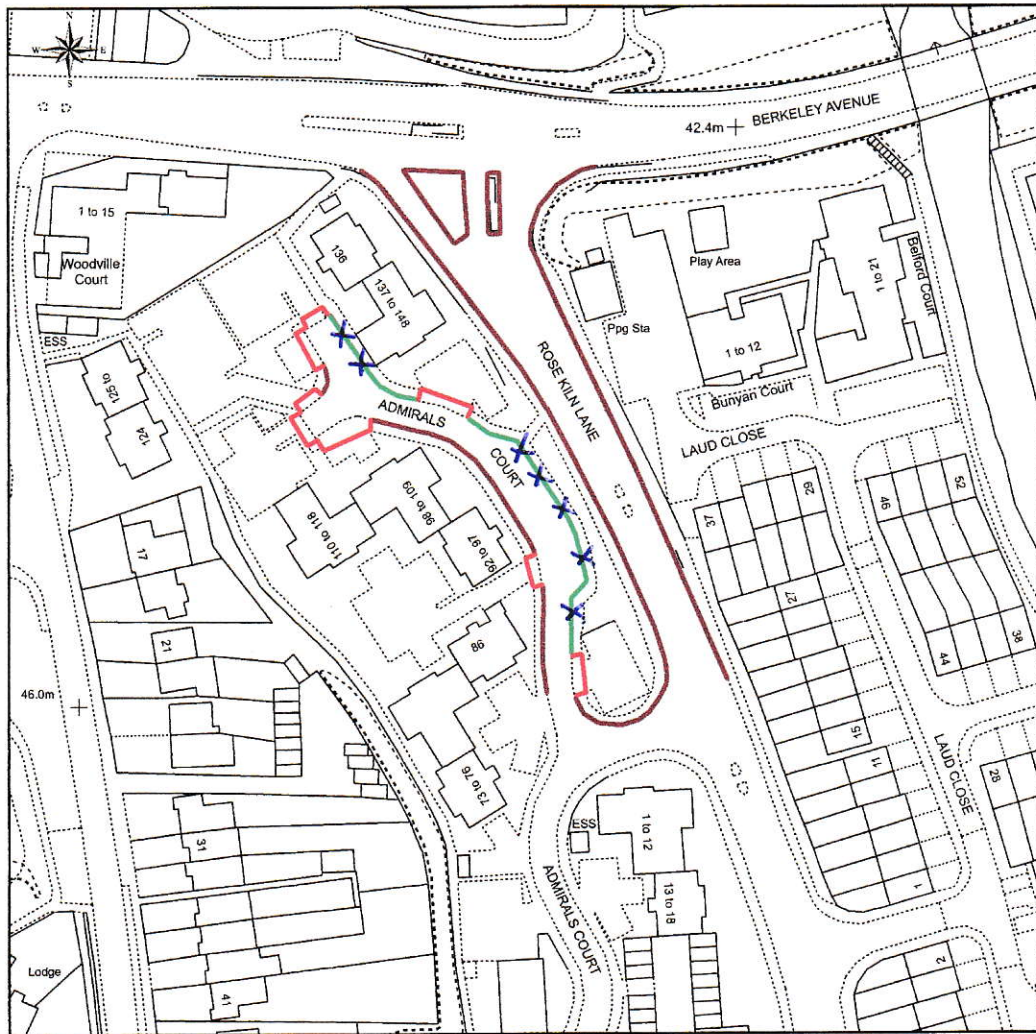
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