

TRANSPORT STATEMENT

FULL PLANNING APPLICATION FOR CONVERSION OF A SINGLE DWELLING INTO 2 X 3 BED DWELLINGS

69 SWAINSTONE ROAD, READING, RG2 0DX

ON BEHALF OF THE SHARMA FAMILY PROPERTIES LTD

Prepared by: Alex Graham

Checked by: Anthony Jones

Authorised by: Anthony Jones

Pegasus Group

First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL

T 01454 625945 | **F** 01454 618074 | **W** www.pegasusgroup.co.uk

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Sharma Family Properties Ltd. in support of a planning application for the conversion of an existing six bedroom dwelling into 2 x 3 bedroom dwellings at 69 Swainstone Road, Reading. The redevelopment proposals include for the provision of one on-site car parking space.
- 1.2 The planning application was submitted to Reading Borough Council on the 18th March 2020 and the planning application reference number is 200438. A consultation response has been provided from the highway authority at RBC dated the 27th May 2020 and is included at **Appendix A**. The key transport issues raised in the consultation response are summarised below:

Is the proposed on-site car parking provision of one space appropriate to serve the scheme? and

Can a vehicle park in front of the garage without causing an obstruction / preventing vehicles using the turning area at the western end of Swainstone Road?

APPENDIX A – READING HIGHWAY AUTHORITY RESPONSE

- 1.3 The Transport Statement demonstrates that average car and van ownership levels for the Middle Super Output Area (MSOA) that the site is located within, and also the immediately surrounding MSA, is less than one vehicle per household. The proposal includes an on-site parking space in the existing garage and therefore, it is considered that any parking demand associated with the new dwelling can be accommodated on site and will not increase demand for on-street parking.
- 1.4 This TS also demonstrates that a car parked in front of the garage associated with the current dwelling overhangs the footway, but that it does not interfere with the operation of the local highway network. The redevelopment proposals will not result in a material change in this respect.
- 1.5 It is finally concluded that there are no valid highway or transportation reasons, which should prevent the proposed development.

2. SITE LOCATION

Site Location

- 2.1 The site is located at the western end of Swainstone Road in the Katesgrove district of Reading. The site is located in Zone 2, Primary Core Area of Reading and approximately two kilometres from the city centre. The site is bound by 67 Swainstone Road to the east, a private car park to the north, a recreation ground to the west and Swainstone Road to the south. The site location can be viewed in **Figure 1** and the adopted highway network can be viewed at **Appendix B**.

FIGURE 1 – SITE LOCATION AND LOCAL HIGHWAY NETWORK PLAN

APPENDIX B – ADOPTED HIGHWAYS PLAN

- 2.2 The site is currently occupied by a single six bedroom dwelling (C3) including an integrated garage, storage space and a private garden to the rear. As shown on the Google Earth image included at **Appendix E** a car parking in front of the garage currently overhangs the footway. However, it is considered that the car parked on the footway at this section of the road only affects the area in front of the property with no access to the wider general public beyond. The tracking exercise carried out in **Chapter 3** of this report and as shown on **Figure 2** shows that a car parked in front of the property does not interfere with the turning manoeuvres of a large car seeking to use the turning area at the western end of Swainstone Road.
- 2.3 The site is located in Zone 2, Primary Core Area, of the RBC Revised Parking Standards and Design SPD. This is shown at **Appendix C**.

APPENDIX C – SITE LOCATION WITHIN PRIMARY CORE AREA

Swainstone Road

- 2.4 Swainstone Road is approximately 7.5 metres wide and subject to a 30mph speed limit. It forms a priority junction with Basingstoke Road located approximately 200 metres to the east of the site.
- 2.5 RBC's resident parking permit scheme operates on Swainstone Road. 'Permit holders only' Traffic Regulation Orders (TROs) are located on both sides of the carriageway commencing approximately 10 metres to the west of the priority junction with Basingstoke Road and then extending for an approximate distance of 160 metres to the west.

- 2.6 'No parking at any time' double yellow line TROs are in place at the western end of Swainstone Road to provide a turning area for residents.

3. THE REDEVELOPMENT PROPOSALS

3.1 The application seeks planning permission for the conversion of an existing six bedroom dwelling into 2 x 3 bedroom dwellings at 69 Swainstone Road. One on-site car parking space will be provided in the existing garage.

3.2 As advised at **paragraph 1.2**, it is considered that the key transport issues raised in the highway authority's consultation response dated 27th May 2020 are:

Is the proposed on-site car parking provision of one space appropriate to serve the scheme? and

Can a vehicle park in front of the garage without causing an obstruction / preventing vehicles using the turning area at the western end of Swainstone Road?

3.3 These are addressed in turn below.

Is the proposed on-site car parking provision of one space appropriate to serve the scheme?

3.4 It is understood from the Local Highway Authority response at **Appendix A** that the existing dwelling is entitled to two resident parking permits and can look to continue to park on-street using the existing on-street 'permit holder only' parking bays. The redevelopment proposals will not result in change in the on-street parking demand in this respect.

3.5 It is understood that the newly created dwelling will not be eligible to apply for any resident parking or visitor permits. The proposed new dwelling will therefore be provided with an on-site car parking space located in the existing garage.

3.6 The Reading Borough Council Local Development Framework Revised Parking Standards (2011) advises that for 3 bedroom dwellings, two parking spaces should be provided per dwelling. However, at page 15 it advises that:

“The above standards for C3 are the required standards. Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result. Under exceptional circumstances the Local Authority will give consideration to a higher level of car parking provision than that which is set out above. This requirement would need to be supported by robust evidence.”

3.7 Census data has been interrogated for both the Lower and Middle Super Output Areas in order to determine car ownership levels in the local area.

3.8 Census data QS416EW ‘Car or van availability’ was used to review local car ownership levels. The site falls within the Lower and Middle Super Output Areas of ‘Reading 14c’ and ‘Reading 14’. The LOSA and MOSA areas can be viewed at **Appendix D**.

3.9 The Census data QS416EW ‘Car or van availability’ provides 2011 estimates that classify households in England and Wales by the number of cars or vans available. It also provides an estimate of the total number of cars and vans in an area. The estimates are as at census day, 27 March 2011. **Table 2.1** below shows the car ownership breakdown for the LOSA and MOSA.

Table 2.1 – Car Ownership Breakdown

	LSOA: Reading 014C (E01016376)	MSOA: Reading 014 (E02003402)
Number of Households	665	3,725
No cars or vans in household	273	1,356
1 car or van in household	268	1,656
2 cars or vans in household	100	599
3 cars or vans in household	13	79
4 or more cars or vans in household	11	35
Sum of All Cars and Vans in the Area	556	3,250
Average Cars or Vans per household	0.84	0.87

3.10 It can be seen in **Table 2.1** that the average cars or vans per household in the LOSA is 0.84 and the average in the MOSA is 0.87.

Conclusion

3.11 The average car or van ownership in the immediate area of the site is less than one car per dwelling.

- 3.12 It is therefore considered that one on-site parking space is appropriate to accommodate the likely car parking demand associated with the proposed new three bedroom dwelling.

Can a vehicle park in front of the garage without causing an obstruction / preventing vehicles using the turning area at the western end of Swainstone Road?

- 3.13 **Appendix E** shows a Google satellite image taken in 2020 of a car parked in the space outside the garage. It is considered that the development proposals do not pose a material change to the existing situation. It is considered unlikely that the parking space outside of the garage will be required, as demonstrated by the Census data. However, if the space is continued to be used, **Figure 2** confirms that a large size car can park on-site within the proposed car parking space and not overhang the vehicular carriageway. **Figure 2** also confirms that a car can travel westbound, turn, manoeuvre within the area covered by the 'No Waiting at Any Time' TROs without being impeded by the car park within the site.

APPENDIX E –GOOGLE SATELLITE IMAGRY OF EXISTING PARKING SITUATION

FIGURE 2 –SWEPT PATH ANALYSIS OF CAR MANOEUVRING WITHIN AREA COVERED BY TRO WITH LARGE CAR PARKED ON-SITE

Conclusion

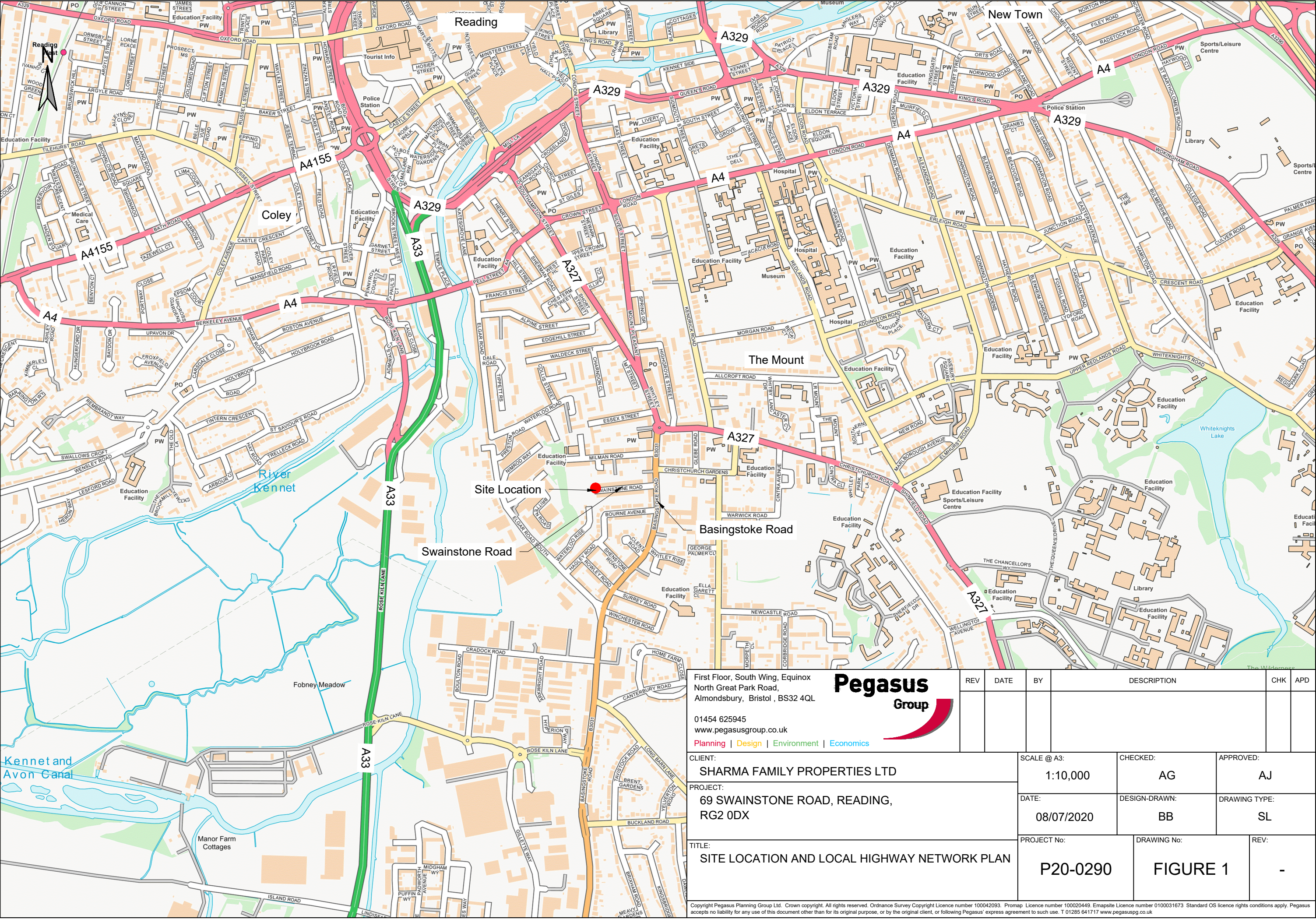
- 3.14 It is therefore concluded that the provision of one on-site car parking space is appropriate to accommodate the forecast car parking ownership levels associated with a new 3 bedroom dwelling. It is also concluded that a car parked in front of the garage associated with the current dwelling overhangs the footway, but that it does not interfere with the operation of the local highway network. The redevelopment proposals will not result in a material change in this respect.

4. CONCLUSIONS

- 4.1 This Transport Statement has been prepared by Pegasus Group on behalf of Sharma Family Properties Ltd. in support of an application for planning permission at 69 Swainstone Road, Reading for the conversion of an existing six bedroom dwelling into 2 x 3 bedroom dwellings.
- 4.2 The Transport Statement demonstrates that average car and van ownership levels for the Middle Super Output Area (MSOA) that the site is located within, and also the immediately surrounding MSA, is less than one vehicle per household. The proposal includes an on-site parking space in the existing garage and therefore, it is considered that any parking demand associated with the new dwelling can be accommodated on site and will not increase demand for on-street parking.
- 4.3 This TS also demonstrates that a car parked in front of the garage associated with the current dwelling overhangs the footway, but that it does not interfere with the operation of the local highway network. The redevelopment proposals will not result in a material change in this respect.
- 4.4 It is finally concluded that there are no valid highway or transportation reasons, which should prevent the proposed development.

FIGURE 1

SITE LOCATION AND LOCAL HIGHWAY NETWORK PLAN



First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol , BS32 4QL

01454 625945
www.pegasusgroup.co.uk

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REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: SHARMA FAMILY PROPERTIES LTD			SCALE @ A3: 1:10,000	CHECKED: AG	APPROVED: AJ
PROJECT: 69 SWAINSTONE ROAD, READING, RG2 0DX			DATE: 08/07/2020	DESIGN-DRAWN: BB	DRAWING TYPE: SL
TITLE: SITE LOCATION AND LOCAL HIGHWAY NETWORK PLAN			PROJECT No: P20-0290	DRAWING No: FIGURE 1	REV: -

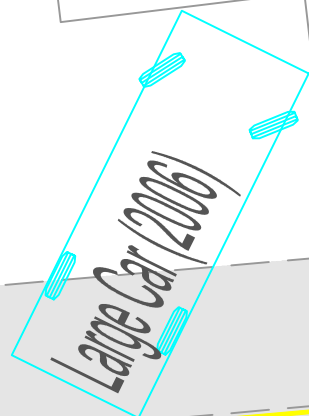
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FIGURE 2

SWEPT PATH ANALYSIS OF CAR MANOEUVRING WITHIN AREA COVERED BY TRO WITH LARGE CAR PARKED ON-SITE



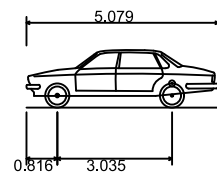
69



Number of Manoeuvres: 7

Key

- Adopted Highway Extents received from Reading Borough Council on 8th July 2020
- Double Yellow Lines 'no parking at any time'
- Resident Permit Bays



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol, BS32 4QL

01454 625945
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CLIENT:
SHARMA FAMILY PROPERTIES LTD

PROJECT:
69 SWAINSTONE ROAD, READING,
RG2 0DX

TITLE:
SWEEP PATH ANALYSIS OF CAR MANOEUVRING
WITHIN AREA COVERED BY TRO WITH LARGE
CAR PARKED ON-SITE

REV	DATE	BY	DESCRIPTION	CHK	APD
SCALE @ A3: 1:100			CHECKED: AG	APPROVED: AJ	
DATE: 08/07/2020			DESIGN-DRAWN: BB	DRAWING TYPE: SPA	
PROJECT No: P20-0290			DRAWING No: FIGURE 2	REV: -	

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APPENDIX A

READING HIGHWAY AUTHORITY RESPONSE

Memo

From: Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Ethne Humphreys 01189374085 Ethne.Humphreys@reading.gov.uk
Date: 27 May 2020
Re: Consultation on Planning Application

Application Number: 200438

Application Type: Full Planning Approval

Address: 69 Swainstone Road Reading RG2 0DX

Proposal: Conversion of a single dwelling into 2 x 3 bed dwellings

This application seeks to split an existing 6-bed dwelling previously used as an HMO into 2 x 3-bedroom dwellings.

The site is located in Zone 2, Primary Core Area, of the Revised Parking Standards and Design SPD. This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading.

The property is located at the very end of Swainstone Road and located adjacent to the gated entrance of a recreational area belonging to a local primary school. The Councils residential parking permit also scheme operates in this road.

In accordance with the adopted Parking Standards and Design SPD, the development is required to provide parking provision of 2 parking spaces for each dwelling.

The submitted planning statement states that the newly created 3 bed dwelling will be provided parking in the form of the existing garage belonging to No69 and space outside of it although this has not been illustrated on submitted plans. Google images suggest there is insufficient length to accommodate a vehicle without it overhanging the public footway. Plans should be submitted confirming that a vehicle is able to park in front of the garage without overhanging any part of the public highway or causing an obstruction or prevent vehicles from using the turning area (Since the introduction of the residents parking scheme double yellow lines have been introduced to provide a turning area for residents).

It should be noted that recent changes to the Local Transport Plans State:

TR5: CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING

Development 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.

Development should make the following provision for electric vehicle charging points:

- **All new houses with dedicated off-street parking should provide charging points;**
- Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.

Details of this will need to be provided and illustrated on revised plans.

As the existing garage is proposed to be allocated to the newly formed 3 bed dwelling this will result in the loss of parking for the existing dwelling. Our records show that No69 is

entitled to 2 resident parking permits, however it should be noted that the newly created dwelling would not be eligible to apply for any resident parking or visitor permits.

The planning statements states that the existing rear outbuilding will be used for cycle storage for both dwellings. Whilst an outbuilding located in each garden would be acceptable shared provision would not. Revised plans required.

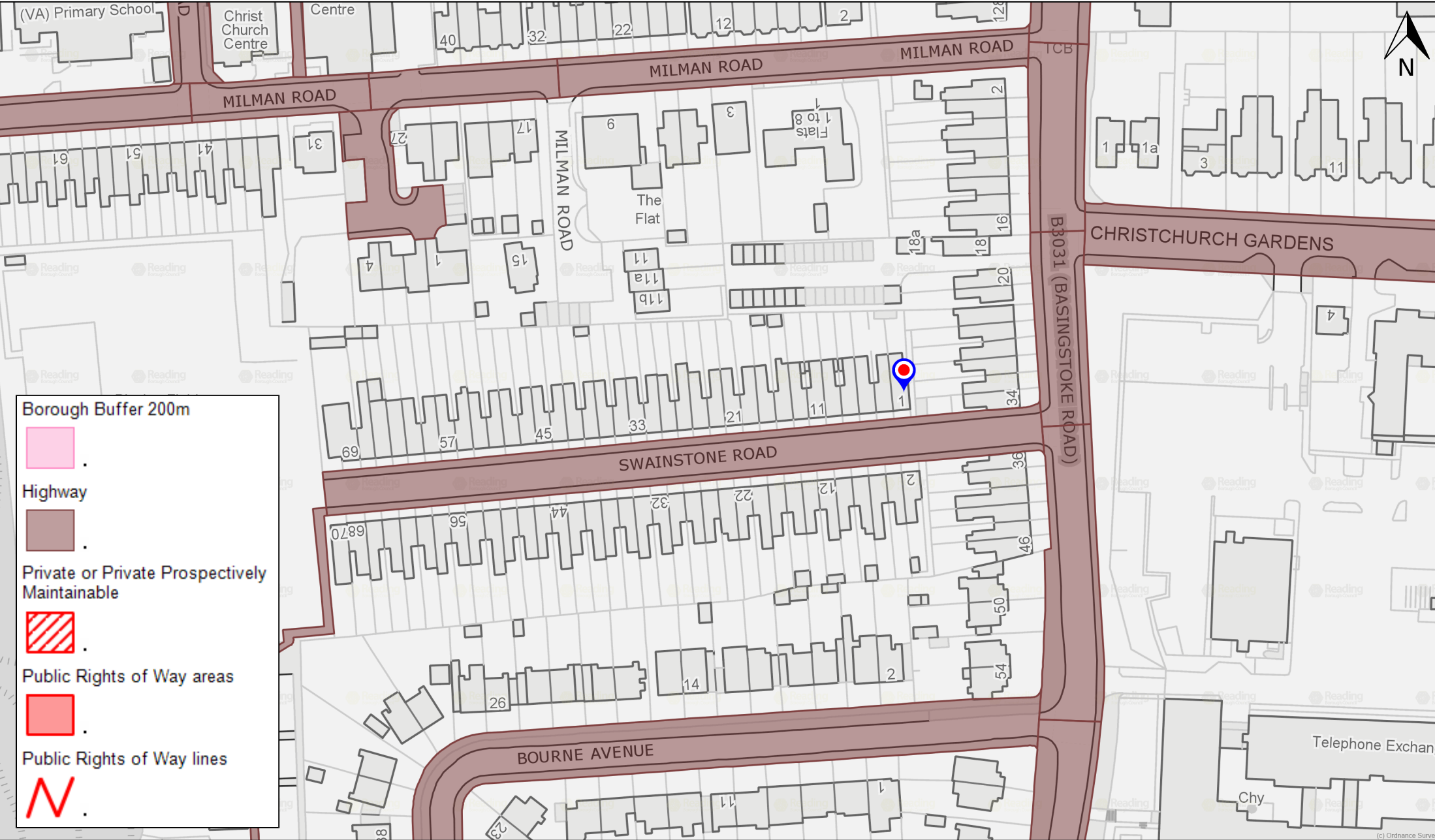
Refuse storage areas have been illustrated on submitted plans and it is assumed that road side collection would be as existing.

Please ask the applicant to address the points above so that this application can be fully determined.

N. Hussain
Transport Development Control Advisor

APPENDIX B

ADOPTED HIGHWAY PLAN

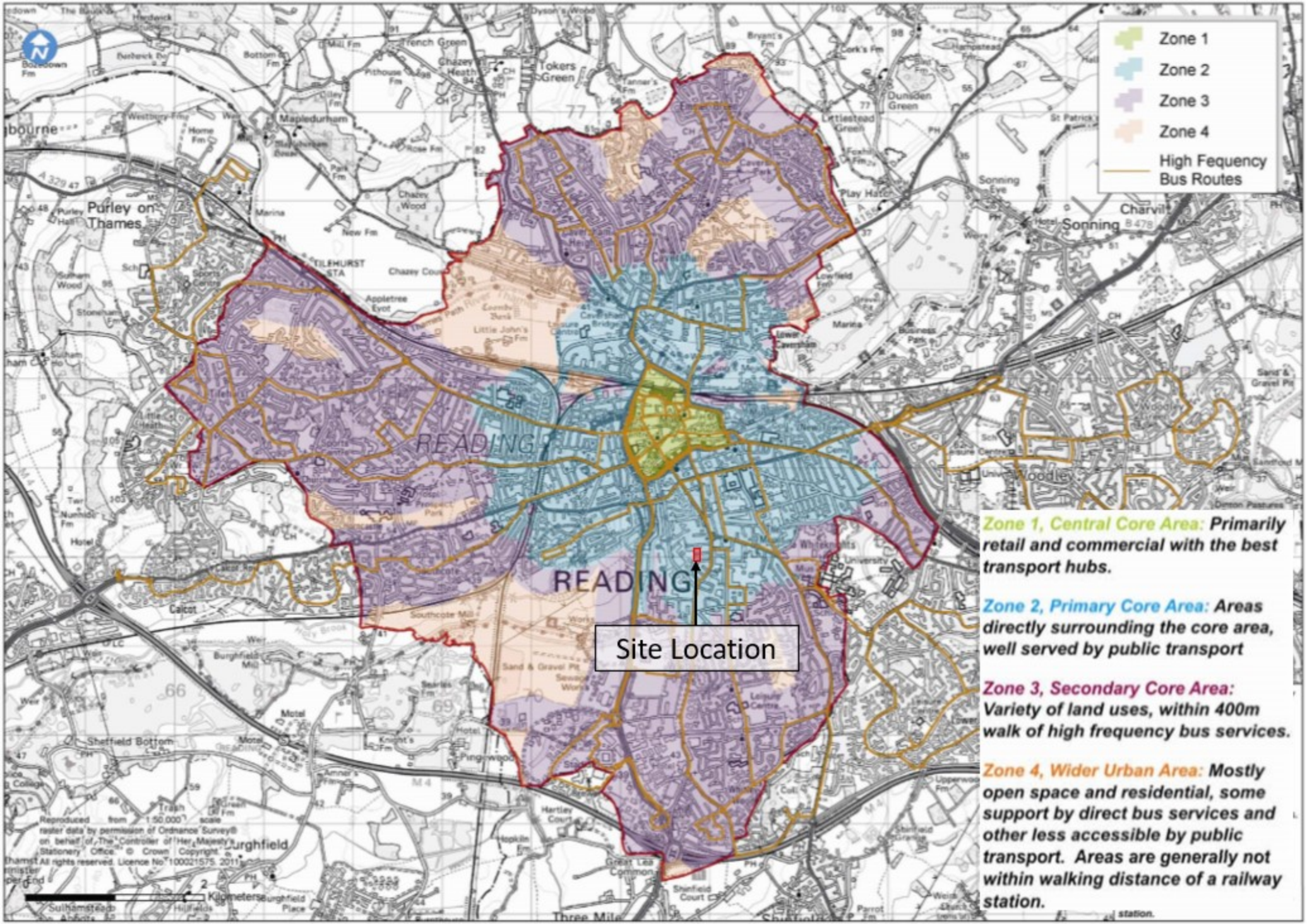


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APPENDIX C

SITE LOCATION WITHIN PRIMARY CORE AREA



APPENDIX D

CENSUS DATA REPORTS

QS416EW - Car or van availability

Overview

Table population All households; All cars or vans

Reference	QS416EW
Source	National Statistics
Keywords	Cars or Vans, Household
Coverage	England and Wales
Units	Households
Latest data	2011
Last updated	2013-01-30 09:30:00
Contact	Census
Email	census.customerservices@ons.gov.uk
Phone	01329 444 972
Website	http://www.ons.gov.uk/census

Dataset metadata

This dataset provides 2011 estimates that classify households in England and Wales by the number of cars or vans available. It also provides an estimate of the total number of cars and vans in an area. The estimates are as at census day, 27 March 2011.

This information helps central and local government with transport planning, dealing with congestion, and assessing the need for investment in public transport and roads. It can also be used support the provision of accessible services and the development and implementation of transport policy, especially in rural areas.

Similar estimates from the 2001 Census were provided in table UV62.

Statistical Disclosure Control

In order to protect against disclosure of personal information from the 2011 Census, there has been swapping of records in the Census database between different geographic areas, and so some counts will be affected. In the main, the greatest effects will be at the lowest geographies, since the record swapping is targeted towards those households with unusual characteristics in small areas.

More details on the ONS Census disclosure control strategy may be found on the [Statistical Disclosure Control](#) page on the ONS web site.

Variables

geography

The following types of geography are available:

NHS area teams, clinical commissioning groups, built-up areas including subdivisions, built-up areas, national assembly for wales electoral regions 2010, postcode areas, postcode districts, postcode sectors, national assembly for wales constituencies 2010, parishes 2011, 2011 local health boards, 2011 primary care trusts, 2011 strategic health authorities, 2011 wards, 2011 super output areas - middle layer, 2011 super output areas - lower layer, 2011 output areas, local enterprise partnerships (as of April 2017), parliamentary constituencies 2010, former metropolitan counties, local authorities: county / unitary (prior to April 2015), local authorities: district / unitary (prior to April 2015), regions, countries

Rural Urban

This classification can only be used with the following geographies:

- | Country
- | Region
- | Local Authority: District / Unitary
- | Local Authority: County / Unitary

2011 Rural-Urban Classification (England and Wales)

This classification allows summary outputs to be produced by rural-urban type at local authority, region and country level (it will not work with other geography types).

The outputs are based on a rural-urban classification of output areas. The 2011 classification is a revised version of the one created after the 2001 Census with additional detail in the urban domain.

Output areas are treated as *urban* if they were allocated to a 2011 built-up area with a population of 10,000 or more people. The urban domain is sub-divided into three broad morphological types based on the predominant settlement component. As with the previous version of the classification, the remaining *rural* output areas are grouped into three broad morphological types based on the predominant settlement component.

The classification also categorises output areas based on context - i.e. whether the wider surrounding area of a given output area is sparsely populated or less sparsely populated.

For more details see the [Rural-Urban Classification 2011 User Guide](#) (1.5 MB zip).

The following Rural Urban are available:

- | Total
- | Urban (total)
- | Urban major conurbation
- | Urban minor conurbation
- | Urban city and town
- | Urban city and town in a sparse setting
- | Rural (total)
- | Rural town and fringe
- | Rural town and fringe in a sparse setting
- | Rural village
- | Rural village in a sparse setting
- | Rural hamlet and isolated dwellings
- | Rural hamlet and isolated dwellings in a sparse setting

Cars

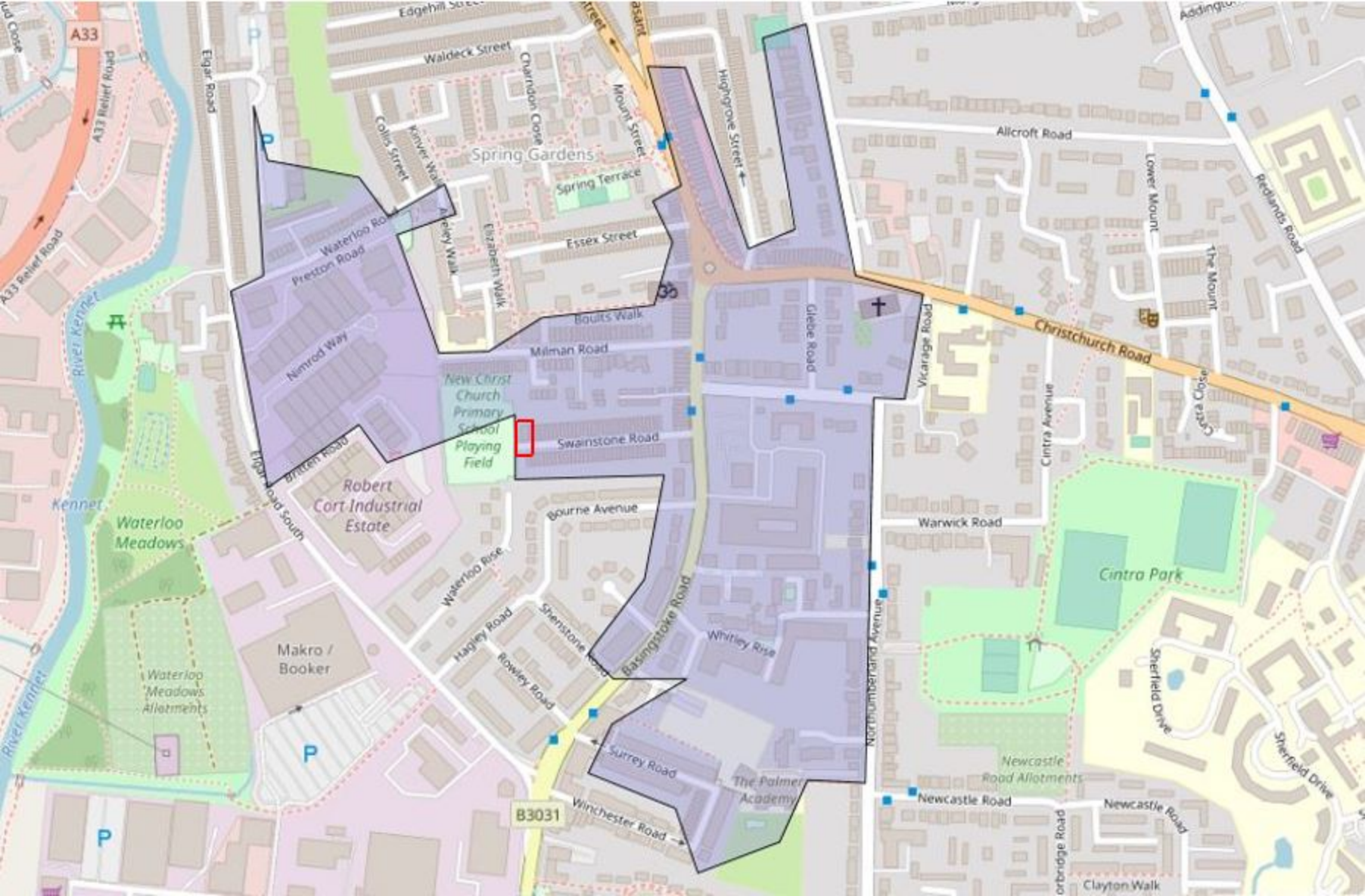
Cars or vans in household

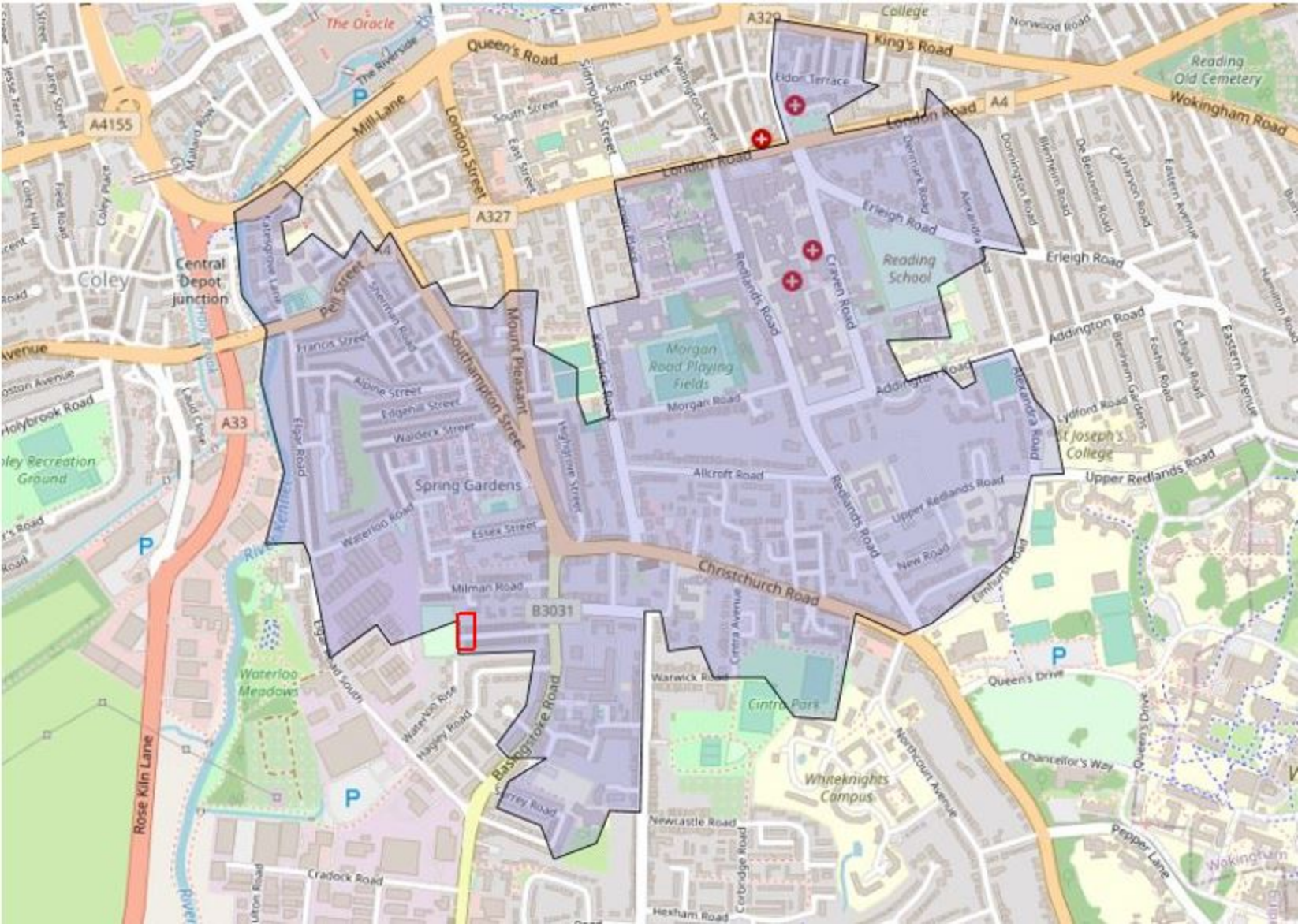
This applies to the number of cars or vans that are owned, or available for use, by one or more members of a household. This includes company cars and vans that are available for private use. It does not include motorbikes or scooters, or any cars or vans belonging to visitors. The count of cars or vans in an area relates only to households. Cars or vans used by residents of communal establishments are not counted.

Households with 10 to 20 cars or vans are counted as having only 10. Responses indicating a number of cars or vans greater than 20 were treated as invalid and a value was imputed.

The following Cars are available:

- | All categories: Car or van availability
- | No cars or vans in household
- | 1 car or van in household
- | 2 cars or vans in household
- | 3 cars or vans in household
- | 4 or more cars or vans in household
- | sum of All cars or vans in the area





QS416EW - Car or van availability

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population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	Isoa2011:E01016376 : msoa2011:E02003402	
	Reading 014C	: Reading 014
All categories: Car or van avail	665	3,725
No cars or vans in household	273	1,356
1 car or van in household	268	1,656
2 cars or vans in household	100	599
3 cars or vans in household	13	79
4 or more cars or vans in hous	11	35
sum of All cars or vans in the a	556	3,250

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX E

GOOGLE SATELLITE IMAGERY OF EXISTING PARKING SITUATION

Existing
situation

Swainstone Rd

Swainstone Rd