

Technical Note - Access and Parking

Site: 146 Southampton Street, Reading, RG1 2RD
Prepared by: Chris Saunders
Approved by: John Russell
Date: 21 July 2025

motion
Quadrant House
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Reading
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1.0 Introduction

- 1.1 Motion has been appointed by Heritage Fusion with regards the refurbishment of 146 Southampton Street, Reading. The house is within a poor condition and is currently uninhabitable with no functioning kitchens and bedrooms.
- 1.2 The proposal are to bring the dwelling back into use as a single family dwelling, which will include a single storey rear extension, a two storey side extension and a new parking space to the front accessed from Southampton Street.
- 1.3 This Technical Note covers the transport aspects of the proposal.

2.0 Site Location and Parking Provision

- 2.1 The site is located on the west side of Southampton Street, 460 metres south of the Oracle shopping and leisure centre and 800 metres south of Reading town centre. Southampton Street is classified as the A327 and in the vicinity of the site is one way northbound, while a bus lane commences in the nearside lane adjacent to the site. No parking at anytime parking restrictions are in force along Southampton Street, while loading is also prohibited during the peak periods between 8:15am and 9:15am in the morning and 4:00pm to 6:15pm in the late afternoon.
- 2.2 The site is within 25 metres of northbound bus stops served by the regular 5 and 6 services which provide links to the town centre, railway station and bus interchange. Southbound services are available from Whitley Street, 380 metres to the south which serve the employment areas of south Reading.
- 2.3 Parking standards for Reading are included within the Revised Parking Standards and Design SPD, with the town spilt in to zones depending on the accessibility of the site. The application site is within Zone 2, Primary Core Area and requires two spaces for a three bed dwelling.
- 2.4 The existing dwelling does not have any parking provision and therefore the proposed one parking space will reduce the on site shortfall from two to one space. However given the proximity to the town centre and bus services, with the Zone 1 Central Core area, which has a requirement of only one space being only 300 metres to the north, the provision of one space is acceptable.

3.0 Proposed Access

- 3.1 The proposed site layout is detailed on the site plan within **Appendix A**, which details a new drop crossing from Southampton Street, together with a parking and turning area.
- 3.2 The access will have a visibility splay of 2.4 metres by 43 metres to the south in accordance with manual for streets and a turning area will be provided.
- 3.3 Swept path analysis within **Appendix B**, details that a vehicle can enter and leave the site within a forward gear.

4.0 Summary

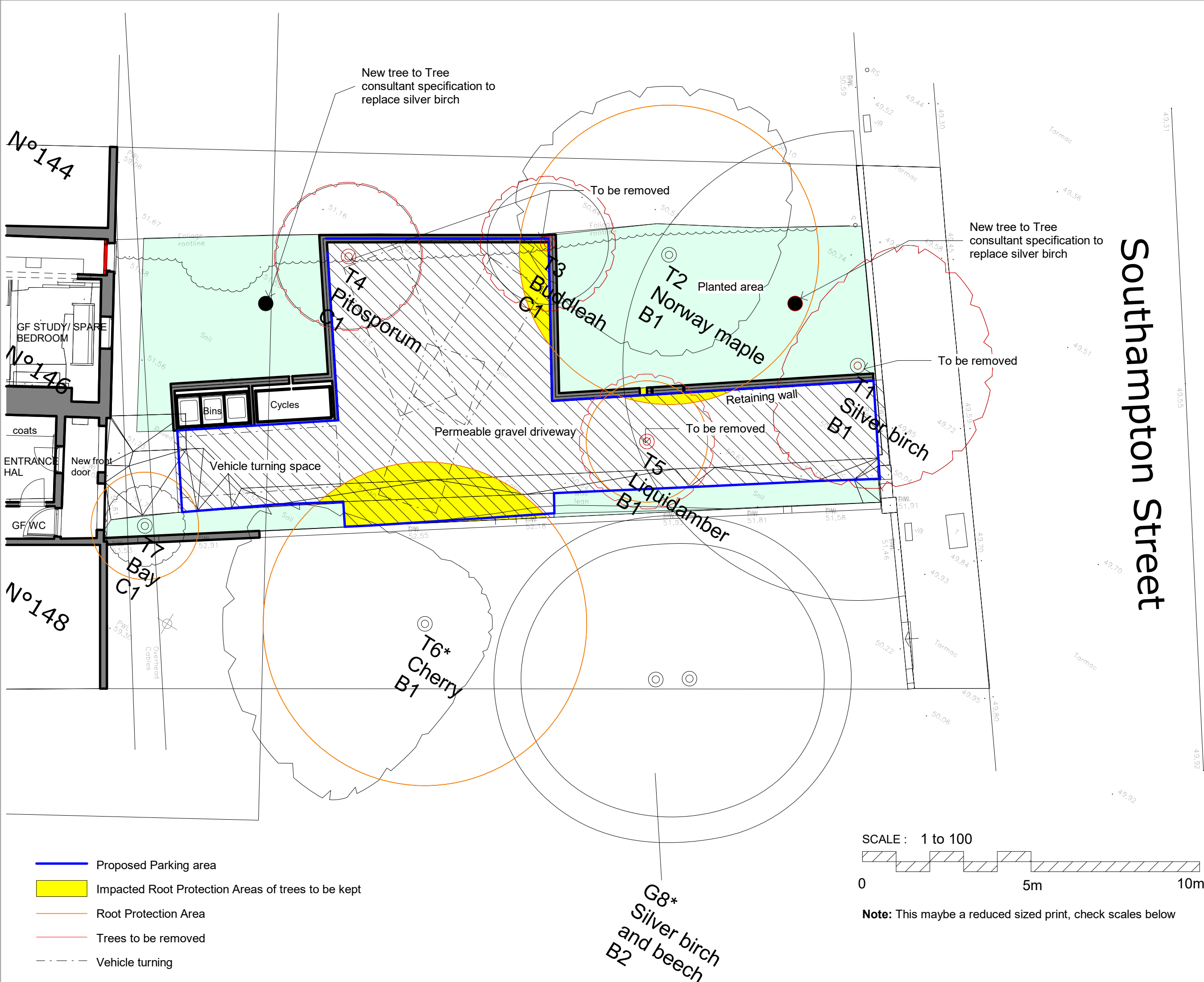
- 4.1 On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and there are thus no justifiable reason why this scheme could be refused on transportation grounds.

- 4.2 On this basis it is considered that the proposals will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with the Local Plan. It is therefore clear that there are no highways and transportation reasons why this proposed development should be resisted.

Appendix A

Site Layout

Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.



Southampton Street

P1	Revision 2	Eco	12/06/25	MP
Revision	Description	Drawn	Date	Checked

Client's Name

Chike Ezechukwu

Job Title
146 Southampton Road, Reading,
RG1 2RD

Drawing Title
Proposed Front Garden

Scale
1 : 100 @A3

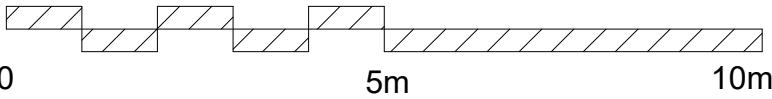
Job No
2138

Drawing No
P111

Status
P1



SCALE : 1 to 100



Note: This maybe a reduced sized print, check scales below

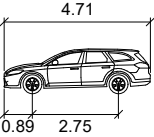
Appendix B

Swept Path Analysis

C:\Users\droddy\Motion\StaffSite - Dthread 2503078\Drawings\2503078-TK01A.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Estate Car

	metres
Width	: 1.80
Track	: 1.76
Lock to Lock Time	: 4.0
Steering Angle	: 32.1

Legend

	Gravel Surface
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A	Updated Site Layout	DR	CS	CS	01/07/2025
-	First Issue	DR	CS	CS	01/05/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Project:
146 Southampton Street, Reading

Title:
Swept Path Analysis
Estate Car

Scale: 1:200 (@ A3)

Drawing:
2503078-TK01

Revision:
A