

Transport Statement Addendum

Land to the Rear of 19 Parkside Road,
Reading

On behalf of: Mr R. Stimpson



Bellamy Roberts

Document Control Sheet

Mr R. Stimpson



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1 Introduction

- 1.1** Bellamy Roberts has been instructed by Mr R. Stimpson to prepare a Transport Statement Addendum in response to the Highway Authority consultation response, dated 11th November 2025 (LPA ref. PL/25/1447).
- 1.2** In summary, the Highway Authority has commented positively on the proposed access arrangements and but has requested that a 1.2m wide pedestrian route serving all proposed dwellings. For reference the Highway Authority's comments are presented at See [Appendix 1](#).
- 1.3** This Addendum report has been prepared to consider and address the matters raised by the Highway Authority.

2 Consideration of Highway Authority Comments

Pedestrian Access

- 2.1** This scheme will provide four residential dwellings. Access to units 1 and 2 will be achieved from Parkside Road and access to units 3 and 4 will be achieved from Kearsley Road.
- 2.2** The Highway Authority has requested that a 1.2m wide pedestrian route will be required from Parkside Road serving units 1 and 2, and from Kearsley Road serving units 3 and 4.
- 2.3** Both access routes are currently shown as shared surfaces.
- 2.4** As set out in the submitted Transport Statement, each pair of dwellings is expected to generate up to 1 two-way movement during the morning and evening peak hour periods. The likelihood of a vehicle passing a pedestrian (particularly one that is partially sighted) at either site is very low (close to zero), and this arrangement would accord with guidance in Manual for Streets.
- 2.5** The access route from Kearsley Road is 4.2m wide and from Parkside Road is 4.8m wide. The scheme will generate minimal traffic flows during the peak periods and across the day and as such, two vehicles are unlikely to need to pass. The width of a car is typically 2m meaning there is an available width of approximately 2.2m – 2.8m remaining for pedestrians, which is ample.
- 2.6** In the event that any of the dwellings are occupied by a partially sighted person, the other dwelling would be occupied by their neighbour, who would presumably be aware the person they live next door to is partially sighted.
- 2.7** The majority of movements associated with the development would be generated by future residents.

2.8 In any event, there are numerous instances in Reading Borough where shared surface schemes have been approved and implemented. These examples are summarised in Table 1.

Table 1: Summary of Shared Surface Examples

Site Address	Number of Dwellings Served	Photograph
George Close, Grosvenor Road, Caversham	Eight Houses	
Michaels Chase, Moss Close, Derby Road, Caversham	Two Houses	
Maple House, Derby Road, Caversham	Six Apartments	

Fry Court, Derby Road, Caversham	Eight Apartments	
Mardy, Caversham	Seven Houses	
1-5 Sovereign Park, Westwood Road	Five Houses	

2.9

As can be seen, there are numerous examples of shared surface schemes in the Borough of Reading, some of which serve a greater number of dwellings than is proposed for this development, without issue.

2.10 The Highway Authority has quoted paragraph 7.2.10 of Manual for Streets which recommends that “*shared surface schemes include an alternative means for visually-impaired people to navigate by*”.

2.11 As such and to assist in overcoming the Highway Authority’s current objection, the scheme will incorporate a 1.2m wide ‘virtual footway’ of a different material/colour to assist visually impaired people. This plan is presented at **Appendix 2**.

Refuse Collection

2.12 The Highway Authority has stated that the refuse vehicle must be able to get to within 15m of the bin collection point. Manual for Streets guidance (paragraph 6.8.9) states that “*waste collection vehicle should be able to get to within 25m of the storage point*”.

2.13 The swept path analysis presented at Appendix 3 of the submitted Transport Statement, demonstrates that the refuse vehicle is able to get to within 1-2m of the collection point. The carry distance for residents is below the 30m recommended in Manual for Streets.

3 Summary & Conclusion

- 3.1** Bellamy Roberts has been instructed by Mr R. Stimpson to prepare a Transport Statement Addendum in response to the Highway Authority consultation response, dated 11th November 2025 (LPA ref. PL/25/1447).
- 3.2** It has been demonstrated that safe and suitable pedestrian access can be achieved and appropriate bin collection points are provided.
- 3.3** The proposal is consistent with National and Local Planning Policies and should be recommended for approval.

APPENDICES

APPENDIX 1

Highway Authority Consultation Comments

11/11/2025

Planning Application Ref: PL/25/1447

Officer: Catrin Davies

Application Type: Outline planning permission: Some matters reserved

Address: 19 PARKSIDE ROAD, READING, RG30 2BT

Proposal: The erection of four residential dwellings (phased) with associated hard and soft landscaping and parking with the construction of a new access from Parkside Road and Kearsley Road following demolition of outbuildings (outline application considering access all other matters reserved (appearance, landscaping, layout, scale))”

The application proposes to retain the existing house and to construct 4 dwellings in the garden area of No19.

In accordance with the adopted Parking Standards and Design SPD each dwelling would require 2 off road parking spaces. In addition to this existing parking provision would need to be retained for No19. Each parking space should be 2.5m wide by 5m long and have forecourt depths of 6m to ensure that spaces can be manoeuvred in and out of easily. Any garages or car ports would need to conform to the Councils adopted standards.

The proposed development will be accessed from both Parkside Road and Kearsley Road. Plots 1 and 2 will be accessed from Parkside Road, and plots 3 and 4 will be accessed from Kearsley Road.

Original Dwelling (No19)

Accessed from Parkside Rd. It is proposed that the existing dwelling be retained and served by the existing northern access; There is sufficient space for vehicles to be parked on the drive. This is deemed acceptable.

Plots 1 to 2

These plots will be serviced via a widened access from Parkside Rd. Visibility splays have been provided illustrating achievable site lines which are deemed acceptable given the 20mph restriction in place.

A license to widen to access will be required from the Highways team.

Proposed Layout



Visibility Splays



As previously advised the access will need to be 4.8m wide to accommodate refuse vehicles and cars entering and exiting the site, this has been illustrated on plans. A 1.2 m pedestrian route will also be required. It should be noted that Manual for

Streets Section 7 states:

Shared surfaces can cause problems for some disabled people. People with cognitive difficulties may find the environment difficult to interpret. In addition, the absence of a conventional kerb poses problems for blind or partially-sighted people, who often rely on this feature to find their way around. It is therefore important that shared surface schemes include an alternative means for visually-impaired people to navigate by.

Plots 3 & 4

Plans indicate dwellings to be provided with 2 parking spaces each (one in garage) accessed via an existing vehicle crossing from Kearsley Road.



A 4.2m wide access road is proposed and is deemed acceptable. An on site turning area has been provided, however a 1.2m pedestrian footway leading into the site will be required as stated for the reasons for plots 1 and 2 above.

The Natural environment officer will need to be consulted to ascertain any impact on adjacent trees.

All parking spaces and forecourt depths must be provided in accordance with the Councils standards, this includes the required internal dimensions for garages.

All parking areas should be constructed in permeable materials so not to increase the surface water run-off from the site.

Electric Vehicle Charging

The Council's Local Transport Plan 3 Strategy 2011 - 2026 includes policies for investing in new infrastructure to improve connections throughout and beyond Reading which include a network of publicly available Electric Vehicle (EV) charging points to encourage and enable low carbon or low energy travel choices for private and public transport. The Councils Local Plan was adopted in November 2019 and this includes a requirement at Policy TR5 for each new house to be provided with an electric charging point.

Refuse Collection

It is noted that refuse vehicles will enter into the site but the refuse vehicles must be able to get within 15m of a bin collection point to avoid the stationing of service vehicles on the carriageway for excessive periods and should comply with Manual for Streets and British Standard 5906: 2005 for Waste Management in Buildings to avoid the stationing of service vehicles on the carriageway for excessive periods.

Cycle Storage

In accordance with the adopted Parking SPD, each new dwelling will require a minimum of 2 cycle parking spaces for each C3 dwelling. In a development of this nature these can be provided in the private rear gardens of each dwelling.

N. Hussain

Transport Development Control Advisor

APPENDIX 2

Pedestrian Access



Notes

1.2m wide virtual footway



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CLIENT
Richard Stimson

PROJECT
Kearsley & Parkside roads, Reading

TITLE
Proposed footway

DRAWN BY LT	DESIGN BY -	CHK BY MT
DATE 28/01/26	DRAWING No. 5843 - 003	REV No.
SCALE 1:250@A1		

Scale: 1:250



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