

TRANSPORT TECHNICAL NOTE

Green Park Village, Flagstaff Road, Reading, RG2 6AT



Prepared for: Berkeley Homes

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1.0 Introduction

- 1.1 Glanville Consultants have been appointed by Berkeley Homes, hereafter referred to as Berkeley, to provide transport support for the provision of 10no. additional visitor parking spaces within their Green Park Village development in southern Reading. The proposed site location is shown within Figure 1.
- 1.2 The Green Park Village development received Outline planning consent in July 2011 for a mixed use development comprising 657 dwellings, a care home, a Primary School, B1 Office floorspace (now land use Class E(g) and retail floor space. The development has now been largely built out following the submission of various Reserved Matters applications and variations to the original consent.
- 1.3 The consented development included the provision of on-site parking spaces and visitor parking. It is understood, however, that residents of the development have been requesting additional visitor parking spaces to be provided to alleviate parking pressures across GPV. Consequently, Berkeley is proposing the provision of 10 additional parallel visitor parking spaces within the development to respond to this direct feedback from residents and to demonstrate their commitment to placemaking. No changes, however, are proposed to the consented resident parking provision.
- 1.4 This Transport Technical Note therefore provides a background to the consented parking provision and provides a justification for the additional spaces.

2.0 Green Park Village Development

- 2.1 Green Park Village first received Outline planning consent (10/01461/OUT) in July 2011 for the provision of 657 dwellings (Phases 1 to 6), an 80 bed care home (Phase 2b), a Primary School (Phase 2a), 16,000sqm of Class E(g) Office floor space (consented as B1 land use) and retail floorspace (Phase 2c).
- 2.2 In December 2018, a planning application for Phase 6a (PL/17/1019/FUL) received consent for the replacement the consented 16,000sqm of B1 office land use with 281 additional dwellings.
- 2.3 It is understood that the development is now built out and occupied.
- 2.4 Reading Green Park railway station opened in May 2023 and is sited to the west of the lake. The railway station incorporates a 57 space surface car park, a drop off area, a taxi rank and bus stops. Within the Phase 6 development, there is a Tesco Express store and other retail units, whilst additional retail floorspace is provided within the apartment block adjacent to the Market Square, immediately to the north of Flagstaff Road and opposite the Extra Care facility. This retail unit is currently occupied by a coffee shop.

Approved Parking Provision

Outline Consent

- 2.5 As outlined within the Outline Transport Assessment, and therefore Phase 1 which received full planning consent at the same time, the parking provision reflected an average of 1.5 spaces per dwelling to align with the parking on the adjacent Green Park employment site. This parking provision was broken down as follows:

- 1 bed = 1 space;
- 2/3-bed = 1.5 spaces; and
- 4+ bed = 2 spaces.

- 2.6 The Outline Transport Assessment identified that this was in accordance with Appendix 9 of the Reading Local Plan 1998. As this Local Plan was replaced by the 2008 Core Strategy and the 2019 Reading Local Plan, no copies of this Appendix have been found online.
- 2.7 At the time of the application, this provision was considered to be acceptable due to the sustainable nature of the site, being located close to regular bus routes and the proposed Reading Green Park railway station. This was confirmed within paragraph 2.1 of the original Committee Report.
- 2.8 No mention was made within the original Transport Assessment about the provision of dedicated visitor parking.

2011 Parking Standards

- 2.9 Since the Outline application received planning consent, the Reading Parking Standards have been updated to the 'Reading Borough Local Development Framework – Revised Parking Standards and Design SPD' (October 2011). These parking standards are based on a zonal approach and the plan within Chapter 2 of the SPD, indicates that Green Park Village is sited within Zone 3 'Secondary Core Area'. This accessibility zoning, however, was prepared before Reading Green Park railway station was opened and so the development may now be classed as Zone 2 'Primary Core Area', but the subsequent Reserved Matters consents were based on the development being sited within Zone 3.
- 2.10 A residential development within Zone 3 would allow for the following maximum parking provision, although a reduced provision is acceptable if suitable justification and evidence is provided:
- 1 & 2-bed apartment = 1.5 spaces
 - 3+ bed apartment = 2 spaces
 - 1-bed house = 1 space
 - 2-bed house = 1.5 spaces
 - 3bed = 2 spaces
 - 4+bed = 2 spaces
 - Visitors = 1 space per 4 dwellings (flats only).
- 2.11 As outlined above, a maximum visitor parking provision of 1 space per 4 apartments would be allowable. If the development is now classified as being within Zone 2, following the opening of the railway station, a maximum visitor parking provision of 1 space per 10 dwellings would be acceptable. The parking provision shown in Table 1 within Chapter 4 of this Technical Note, shows that even with the proposed additional parking spaces, the visitor parking provision would still comply with these parking standards.

3.0 Proposed Parking Spaces

- 3.1 Following direct feedback received from local residents, it is proposed to provide an additional 10 visitor parking spaces. Whilst the development is technically compliant with the RBC parking standards, Berkeley fully recognises the needs of the residents. Consequently, as they are the long term custodians of the development and to demonstrate Berkeley's commitment to placemaking, Berkeley are proposing to provide additional visitor spaces to reduce the potential for inappropriate parking after listening to the resident's requests.
- 3.2 The proposed additional visitor parking spaces will be located on the southern side of Flagstaff Road along the southern side of the lake. The spaces will be sited where the current construction access is located, namely between Phase 3c (the Lakeside Apartments) / Extra Care Centre and the completed Phase 6 development (Bankside Gardens). They will be located within the original Phase 1c site, and the landscaping for this area is still in abeyance and therefore has not received planning consent (reserved matters approval) at the time of writing this Technical Note. The proposed parking spaces would be located within the existing area of hardstanding, in order to minimise impacts to the existing landscaping and would be integrated into the detailed landscape design and planting arrangement for this area.
- 3.3 It is understood that the additional parking spaces will be for the residential visitors of the development and will not be available for visitors to the Extra Care facility, the Primary School or the Market Square retail units.
- 3.4 It is proposed to provide 10no. 6m x 2.4m parallel spaces where the existing hard standing is sited (see Figure 2 and Appendix A). Drivers would be able to utilise the station drop-off area to turn around without needing to make a multi-point turn. A 1.5m wide footpath would be provided along the southern side of the spaces to allow vehicle occupants to enter and exit the vehicle without disturbing the landscape area or getting dirty.
- 3.5 This footpath would lead to two informal crossing points, one at each end of the footpath with the western informal crossing providing access across Flagstaff Road to the existing footpath providing access to Phase 6 Bankside Gardens on the western side of the lake. The eastern crossing, would provide a route across Kirtons Farm Road to Footpath 11 (see Appendix A). A separate access is provided over Flagstaff Road in the vicinity of the construction access for pedestrian use (see Figure 2).
- 3.6 Dropped kerbs will be provided to assist people with mobility impairments.
- 3.7 As the Flagstaff Road crossing is located on the outside of the bend, visibility at the crossing point is not impeded (see Figure 3).
- 3.8 As the proposals reflect the provision of only 10 visitor spaces, a parking beat survey has not been undertaken as it is not considered proportional for the non-material number of spaces being proposed. As part of the pre-application with RBC, the requirement for a parking survey was discussed with RBC and it was identified that no survey would be required provided that the application clearly demonstrated that the parking spaces are required, would not result in excessive traffic generation and that they would not have an effect on highway safety. Consequently a full justification for the parking spaces is provided within Chapter 4.

4.0 Justification for the Additional Parking Spaces

- 4.1 This chapter reviews the consented parking and provides justification as to why the additional visitor spaces are being proposed.

Operational Requirements

- 4.2 Berkeley have received feedback and advocacy from a large number of residents requesting additional visitor parking provision and therefore they are responding directly to resident's concerns. The provision of the additional spaces will reduce the potential for inappropriate parking, thereby demonstrating Berkeley's strong commitment to placemaking & place-keeping and ensuring that residents requirements and requests are met.
- 4.3 No additional resident spaces are being proposed and as the advocacy for the additional spaces comes from existing residents, based on experience living within the development, no additional visitor trips are anticipated as the visitors who would use the additional spaces are already travelling to and from the development. Consequently, it is considered that these additional spaces would not adversely impact highway safety or the operation of the highway.

Planning Policy

- 4.4 It is acknowledged that both local and national planning policy requires developments to be sited in a sustainable location to reduce the dependency on private car use. The Green Park Village development is located in a very sustainable location as it is located directly next to the Reading Green Park railway station which provides half hourly trains services between Reading and Basingstoke. It is also accessible by two frequent bus routes namely the Greenwave and bus route 9/9a/9b Buzz.
- 4.5 It is therefore considered that visitors who live on the train line or the bus routes could utilise public transport to access the development, whilst visitors who live within a 2km walk or 5km cycle could use active travel modes to access the development. However, now that the development is occupied, it has been identified that there are parking pressures for visitors.
- 4.6 Visitors are liable to travel long distances, typically only stay for a short time although they could stay overnight, or longer, and are less likely to know the travel options available to them. It is therefore considered that visitors to the development should be considered differently to residents as they are less likely to be able to utilise sustainable travel modes.
- 4.7 The NPPF does not quantify the visitor parking requirements, or restricts visitor parking provision, and directs readers to the local parking standards. As outlined below, the provision of the additional visitor parking spaces would still comply with the 2011 Reading 'Revised Parking Standards & Design SPD'.

- 4.8 In addition to the above, paragraph 116 of the NPPF and Policy TR3 of the Reading Local Plan identifies that safe and suitable access needs to be provided for all users. Consequently, whilst there is sufficient parking to accord with local policy, Berkeley are a proactive developer and a good custodian of their developments, and therefore are responding positively to a direct request from residents. Ensuring that sufficient visitor parking is provided is an important aspect of placemaking to reduce the potential for illegitimate on-street parking which may cause a safety concern, impede emergency vehicles, block visibility splays / pedestrian crossing points, cause parking on bends / footways or impede the through flow of traffic. Additional visitor parking thereby helps ensure that vehicles associated with legitimate visitor trips can be accommodated on-site rather than parking on surrounding streets, thereby contributing to safe and efficient movement within the local highway network and increasing the sense of place within the development.
- 4.9 Reading Borough Council's (RBC) parking standards seek to balance sustainable transport objectives with realistic parking demand generated by development. Whilst RBC identifies maximum parking standards, visitor parking remains an important component of a well-functioning development. It therefore needs to respond to the operational needs of the development which have been identified by residents within the development, reduces the pressure for informal or obstructive on-street parking, supports visits by family members, carers, healthcare professionals, tradespersons and delivery services. Appropriate visitor parking also reduces the potential for social isolation and mental health concerns by ensuring that accessibility is improved for people who rely on access to visitors.

Consented Parking Provision

- 4.10 The consented visitor parking provision across the Green Park Village development is shown in Table 1. It is proposed that the additional parking spaces will be for the residential part of the development and will not be available for visitors to the Extra Care Centre, the Primary School and the Market Square retail units and so these land uses have been excluded from Table 1.

Table 1: Green Park Village Consented Visitor Parking provision

Development Phase	No. of Dwellings	No. of Visitor Spaces	Visitor Parking Ratio
Phase 1	108	8	1 space per 14 dwellings
Phase 2c (Lakeside Apartments)	30	5 (excludes 6 retail spaces)	1 space per 6 dwellings
Phase 3a	97	8	1 space per 12 dwellings
Phase 3b	143	12	1 space per 12 dwellings
Phase 4	117	4	1 space per 29 dwellings
Phase 5	82	8	1 space per 10 dwellings
Phase 6 (6a & 6b)	459	13	1 space per 35 dwellings
Total	1,036	58	1 space per 18 dwellings
Maximum Parking Standards			
Zone 3	-	259 (+201)	1 space per 4 dwellings
Zone 2	-	104 (+46)	1 space per 10 dwellings

- 4.11 Table 1 shows that the proposed increase in visitor parking spaces would remain within the maximum parking standards for either a Zone 2 or Zone 3 location and therefore continues to be compliant with the RBC parking standards. The provision of ten short stay parking spaces would not result in a material increase in traffic and so would not have a severe cumulative impact on the operation of the highway network or the safe operation of the highway.

- 4.12 As outlined within paragraph 2.7, the parking provision identified within the Outline consent was considered as acceptable due to the sustainable nature of the site, being located close to regular bus routes and the proposed Reading Green Park railway station.

Phase 6a Parking

- 4.13 The Phase 6a application, however, reflected the conversion of the commercial land use to the west of the lake to additional residential units. Consequently this parking provision would have been assessed in accordance with the 2011 Parking Standards.
- 4.14 The Transport Statement which was submitted as part of the application confirmed that only 13 visitor spaces would be provided based on 1 space per 35 dwellings. This was considered acceptable due to the improved accessibility of the site by train due to its location directly adjacent to the new railway station and because visitors could utilise free spaces within the station car park.
- 4.15 Following formal pre-app feedback, Berkeley engaged with RBC to confirm whether visitors could utilise spaces within the station car park under the same terms as visitor parking across the wider site, noting that these spaces are an RBC asset. However, it was confirmed that there are no dedicated spaces set aside for visitors and so visitors would need to park in accordance with the car park rules and regulations. Consequently, visitors would need to pay the parking tariff (see Table 2) which does not align with the other visitor parking spaces within the development, which are free to use.

Table 2: Reading Green Park Station Car Park Tariffs

Duration	Daytime (7am to 6pm)	Evening / Overnight (6pm to 7am)
Up to 3 hours	£3	£1.50
3-6 hours	£6	£3
6-12 hours	£12	£12
24 hours	£15	£15

- 4.16 As the car park has a reduced number of spaces and visitors would be expected to pay, it is considered that the railway station is not a viable alternative for visitors to use.

Justification Summary

- 4.17 The additional visitor parking spaces proposed is modest and proportionate to the scale of development. It does not undermine sustainable transport objectives but instead reflects observed parking demand and operational requirements. The spaces are integrated within the site layout without compromising landscaping, pedestrian connectivity, or the overall design quality of the scheme. They are required to ensure that safe and suitable access can be achieved to the Green Park Village development in accordance with the NPPF and the Reading Local Plan whilst still complying with RBC's maximum parking standards.

5.0 Parking Management

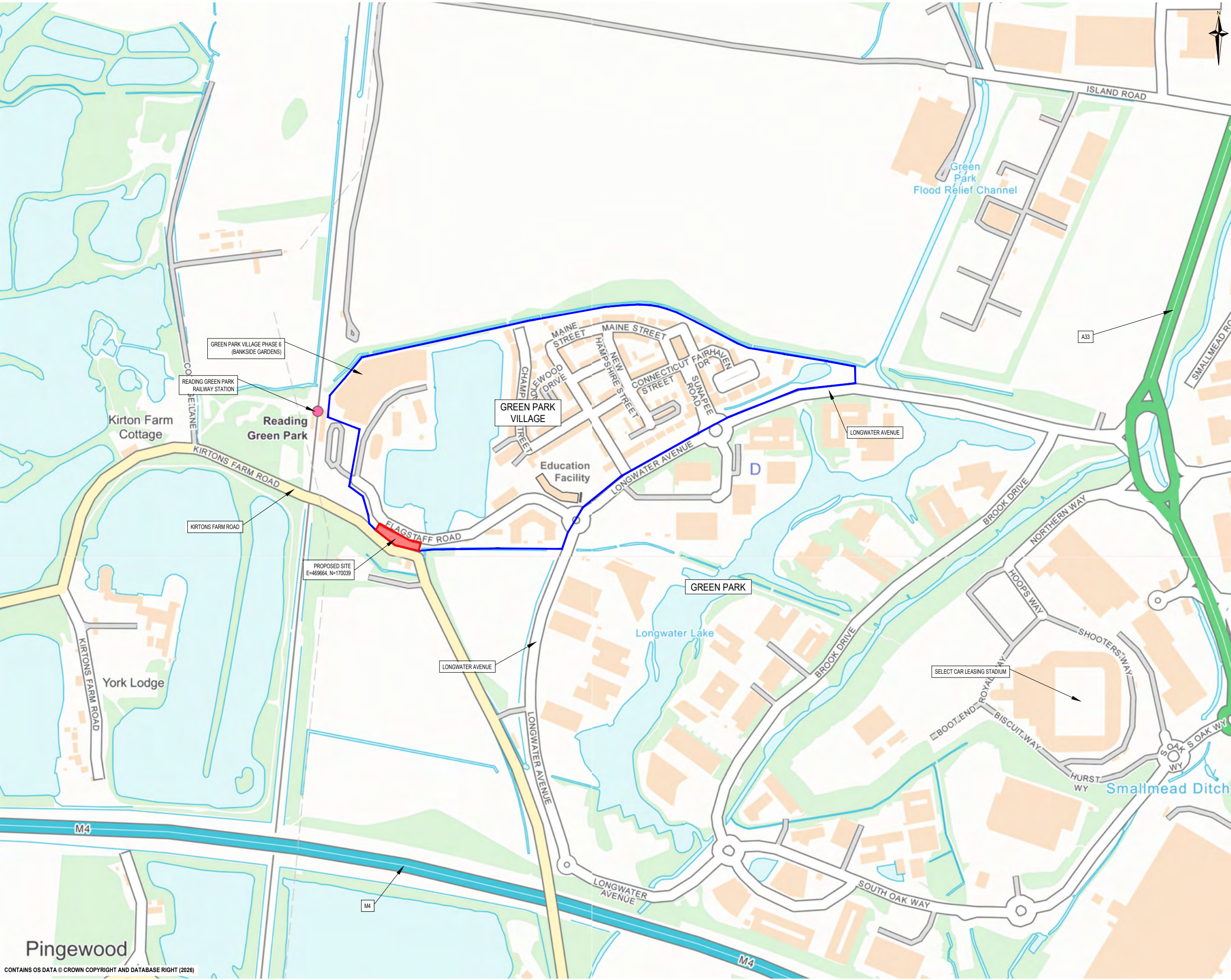
- 5.1 The Green Park Village development has an active parking Control Strategy, which has been previously approved by RBC, and is enforced through a private parking management company (UK Parking Control). This company actively monitors the on-site parking and fines vehicles which are not parked in accordance with the approved Parking Control Strategy. The approved Parking Control Strategy will therefore be extended to the proposed parking spaces and they will be managed and monitored in accordance with this strategy.
- 5.2 To ensure that the visitor spaces are used by visitors and not residents or railway station users, a digital visitor permit will need to be applied to the vehicle in accordance with the approved Parking Control Strategy.
- 5.3 As with the other visitor spaces throughout Green Park Village, the proposed spaces will be clearly marked for visitor use only through either signage or road markings.

6.0 Summary & Conclusions

- 6.1 Glanville Consultants have been appointed by Berkeley to provide transport related justification for the provision of an additional 10 visitor parking spaces, and to assess the design and movement into and out of the spaces, within the Green Park Village development in Reading. The proposed parallel spaces will be located on the southern side of Flagstaff Road, within an area of existing hardstanding / disturbed surface, in the vicinity of the access to Kirtons Farm Road, between the Extra Care facility in the east and Phase 6 (Bankside Gardens) and the railway station to the west
- 6.2 Whilst the development is located in a sustainable location, visitors are likely to be travelling a longer distance, are potentially staying overnight, or longer, and are less likely to be aware of the sustainable travel options available to them. The proposed spaces have been directly requested by residents of the development due to their identified demand for additional visitor parking and so the proposals directly responds to this request as part of Berkeley's desire to maximise the sense of place within the development. The additional parking may alleviate safety concerns from visitors who could park indiscriminately across the development, in accordance with the NPPF and Policy TR3 of the Borough Local Plan.
- 6.3 The use of the proposed spaces will be managed and controlled in accordance with the approved Parking Control Strategy. This includes a digital book system, parking control for those not abiding by requirements and appropriate signage/line-marking.
- 6.4 The proposed additional visitor parking represents a proportionate and policy-compliant response to the operational needs of the development. It will help accommodate legitimate visitor demand, reduce the likelihood of overspill parking on surrounding roads, improve highway safety, and enhance residential amenity. The proposal is therefore consistent with the objectives of the NPPF and RBC's parking and design policies and should therefore be supported.

Figures





KEY

 PROPOSED SITE LOCATION

 GREEN PARK VILLAGE

FIGURE 1

11	FIRST ISSUE	25/06/2026	DK	HG
Rev.	Description	Date	By	Chkd

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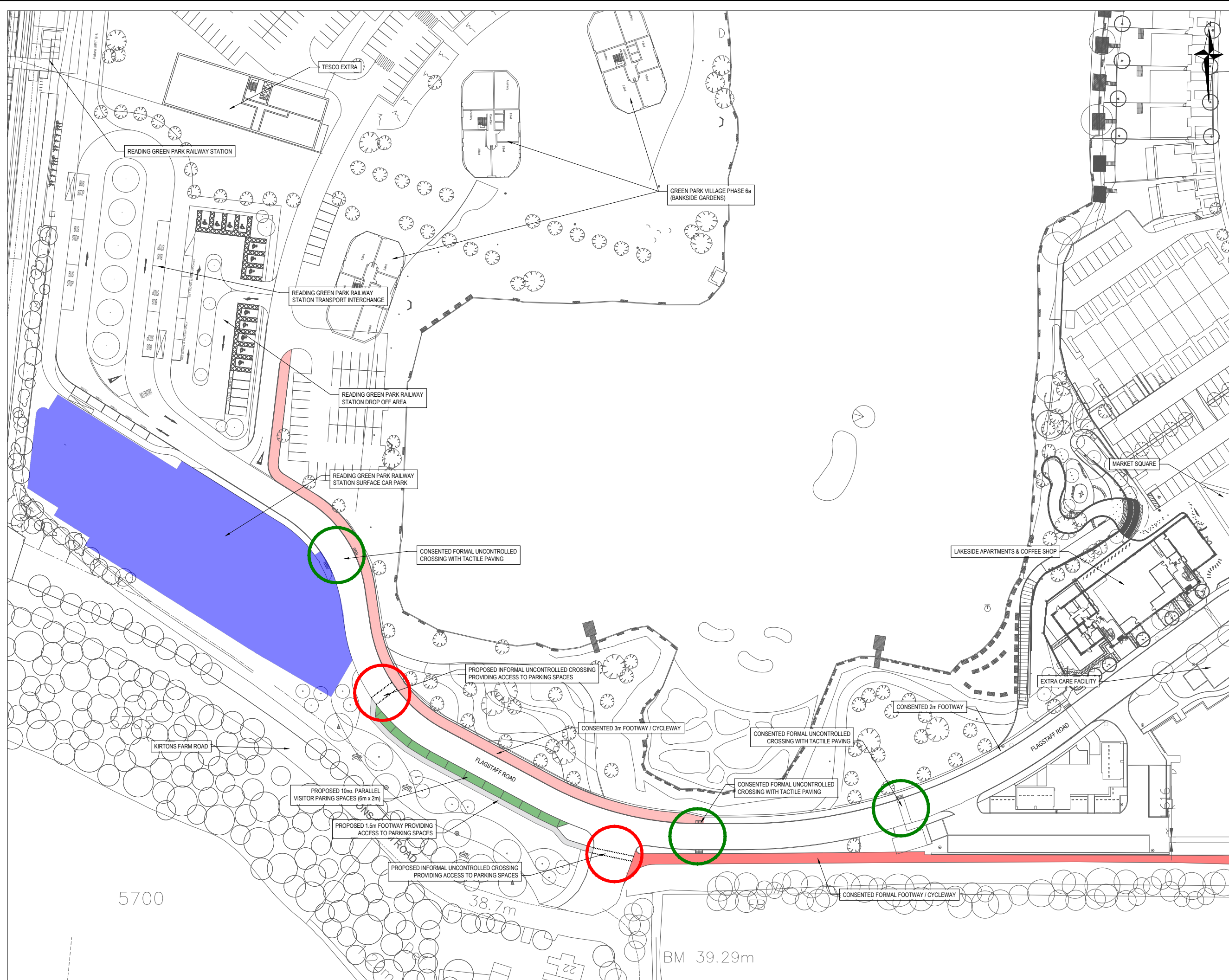
 Civil Engineering  Highways Engineering

 Structural Engineering  Building Surveying

 Transport Planning  Geomatics

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Client :	
Project :	GREEN PARK VILLAGE, READING, RG2 6AT
Title :	SITE LOCATION PLAN
Engineer : DK	Date : JUNE 2026
Director : HG	Scale : 1:5,000 @ A3
Status :	INFORMATION
Drawing No.	4260275-SK001
Rev	11



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- KEY
- EXISTING STATION SURFACE CAR PARK
 - PROPOSED PARKING SPACES
 - PROPOSED 1.5m WIDE FOOTWAY
 - CONSENTED FOOTWAY / CYCLEWAY
 - PROPOSED INFORMAL CROSSING POINT
 - CONSENTED FORMAL CROSSING POINT

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FIGURE 2

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 Civil Engineering

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 Transport Planning

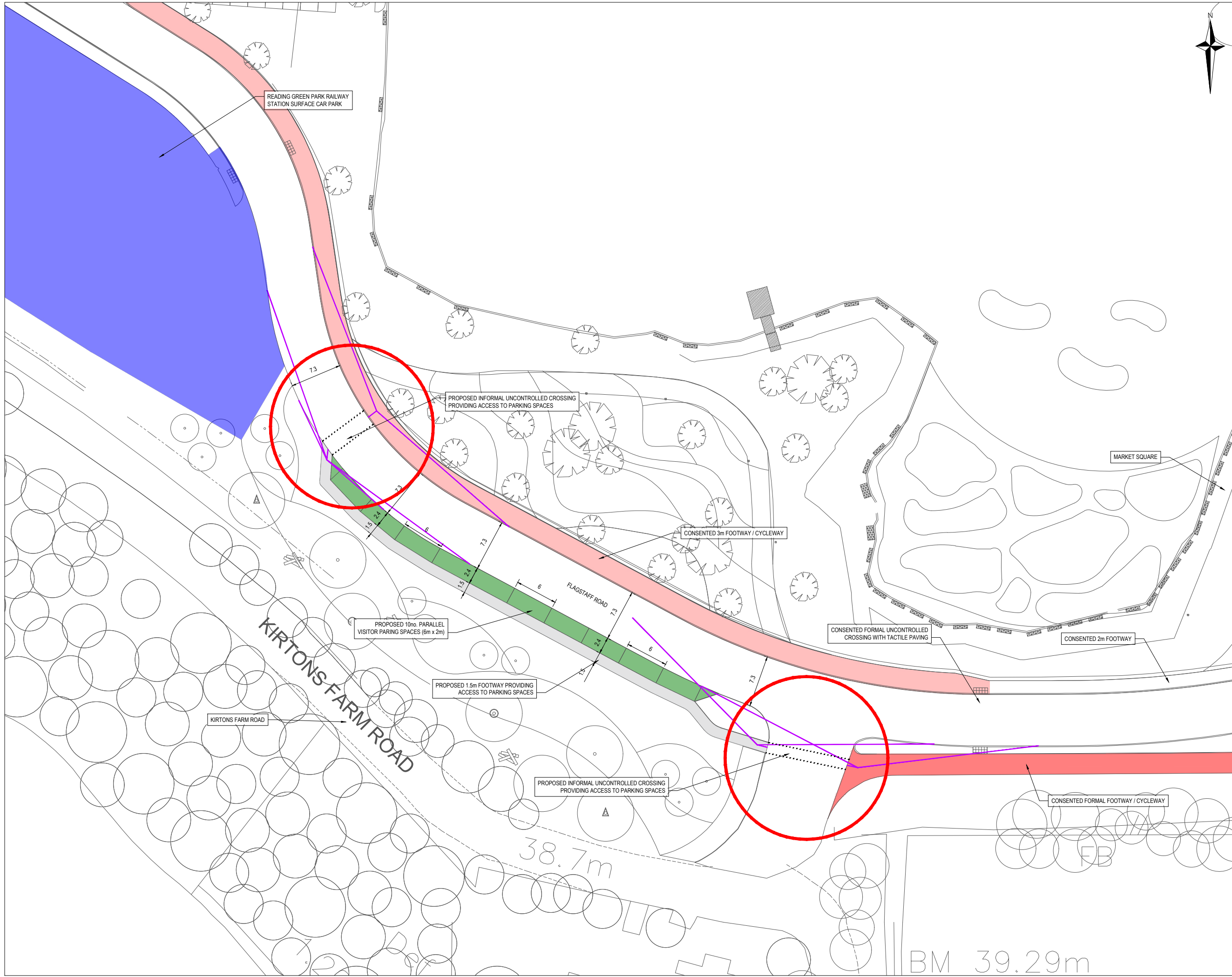
 Highways Engineering

 Building Surveying

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Client:	
Project:	GREEN PARK VILLAGE, READING, RG2 6AT
Title:	PROPOSED VISOTR PARKING SPACES LOCATION PLAN
Engineer:	DK
Date:	JUNE 2026
Director:	HG
Scale:	1:1,000 @ A3
Status:	INFORMATION
Drawing No.	4260275-SK002
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- KEY
- EXISTING STATION SURFACE CAR PARK
 - PROPOSED PARKING SPACES
 - PROPOSED 1.5m WIDE FOOTWAY
 - CONSENTED FOOTWAY / CYCLEWAY
 - PROPOSED INFORMAL CROSSING POINT
 - 1.5m x 25m (20mph) PEDESTRIAN CROSSING VISIBILITY SPPLAY

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FIGURE 3

11	FIRST ISSUE	25/06/2026	DK	HG
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 Structural Engineering

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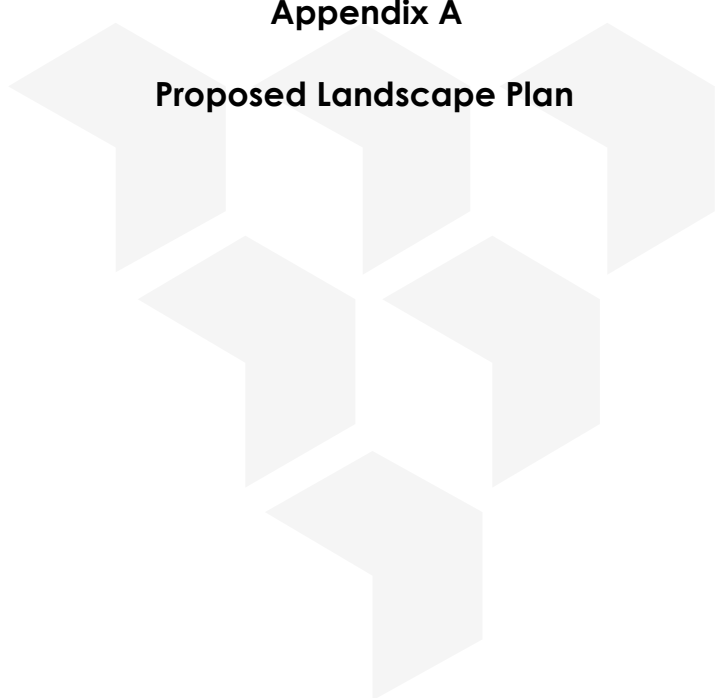
 Geomatics

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Client :	
Project :	GREEN PARK VILLAGE, READING, RG2 6AT
Title :	PROPOSED PEDESTRIAN CROSSING VISIBILITY SPLAYS
Engineer : DK	Date : JUNE 2026
Director : HG	Scale : 1:500 @ A3
Status :	INFORMATION
Drawing No.	4260275-SK003
Rev	11

Appendices





Appendix A

Proposed Landscape Plan



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