

PLANNING REFERENCE 261625

41 HARCOURT DRIVE, EARLEY, WOKINGHAM, RG6 5TL

Change of use from C3 Dwelling to HMO (sui generis)

Date: September 2026

Ref: 26/9786/TN01

- 1.1 RGP is instructed by Kennet Investments Ltd to provide highway and transport planning advice in relation to a planning application at 41 Harcourt Drive, Earley, Wokingham, RG6 5TL. The site is located within the administrative boundary of Wokingham Borough Council (WBC).
- 1.2 The site is located on the eastern side of Harcourt Drive in Earley. The site currently comprises a single residential dwelling (use class C3) and benefits from off-street car parking in the form of a driveway.
- 1.3 The site is currently the subject of a planning application under planning reference 261625 for the following:

'Full application for the proposed change of use from C3 dwellinghouse to a sui generis large House in Multiple Occupation (HMO), infilling of the undercroft, erection of part single and part two storey rear extensions, alterations to the front driveway, and associated internal alterations to create an 8-bedroom HMO'.
- 1.4 As part of the proposed change of use application, the site would retain capacity on-site for 2 cars.
- 1.5 WBC in its capacity as Highway Authority have since submitted formal consultation comments on the planning application requesting overnight parking surveys to be undertaken on two neutral weekdays to demonstrate that 2 additional car parking spaces can be accommodated on-street.
- 1.6 Whilst it is noted that WBC does not provide specific parking standards for an HMO, the provision of 2 off-street spaces is considered appropriate in this location, given the site's proximity to Reading town centre and frequent and reliable public transport services, which reduce the need for residents to own a car.

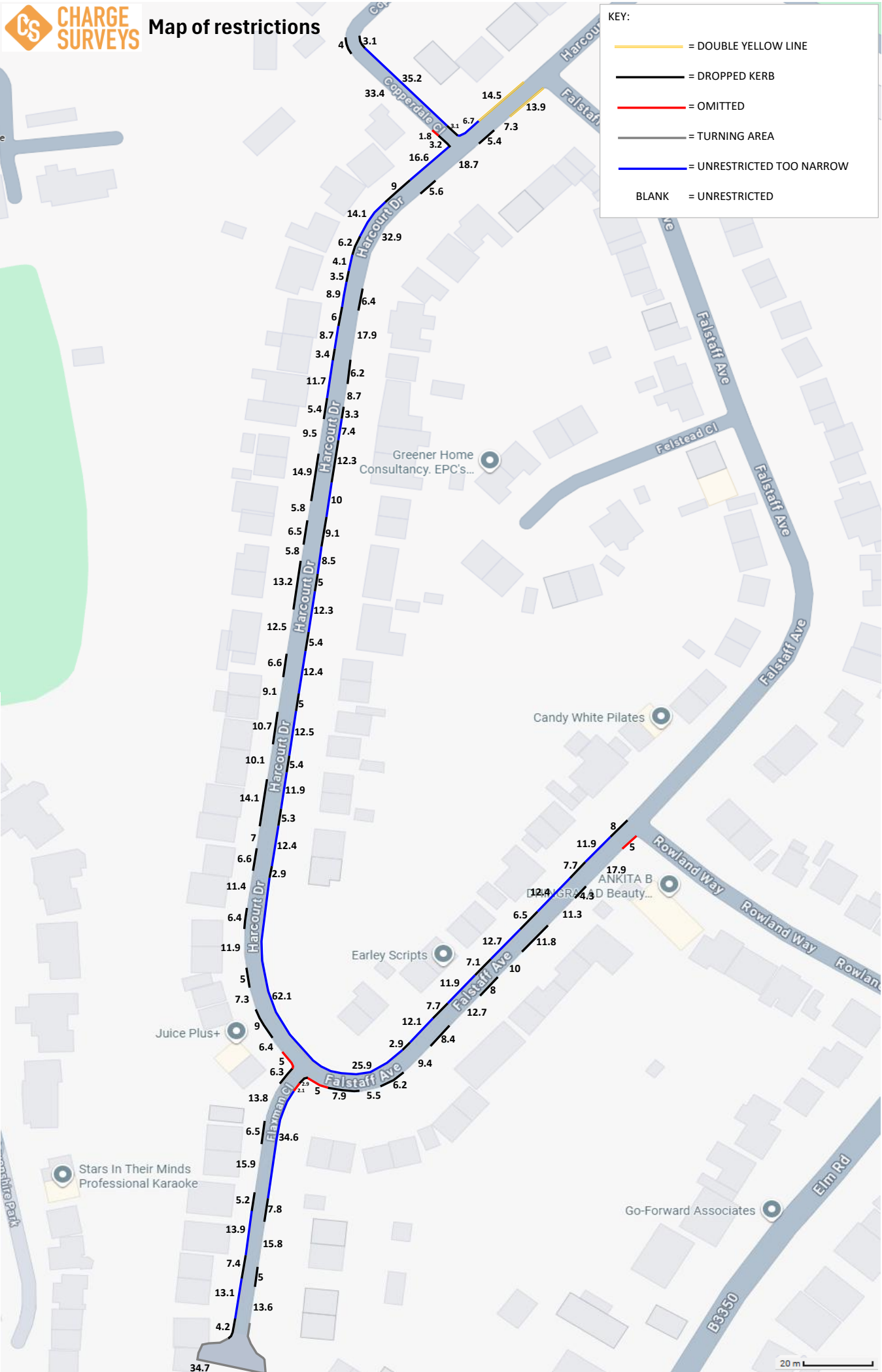
- 1.7 Notwithstanding the above, in order to establish the existing parking demands and capacity of on-street parking in the vicinity of the site, RGP commissioned an independent survey company, Charge Surveys, to undertake a 'Lambeth style' parking stress survey of the local road network overnight on two neutral weekdays (when resident parking demands are greatest). The parking capacity of the local road network within circa 200 metres of the site was calculated and two separate parking beat counts were carried out overnight on two neutral weekdays (Wednesday 16th and Thursday 17th September 2026 at approximately 1am).
- 1.8 Parking along the local highway is uncontrolled and therefore the survey maps illustrate the length of parking area as well as the location of dropped kerbs and other restrictions. Such illegitimate areas of parking and other locations where drivers are unlikely to park have been excluded from the surveys in accordance with the Lambeth survey methodology and as requested by WBC.
- 1.9 Parking spaces have been calculated at 5.0 metres, in accordance with the Lambeth parking survey methodology. In addition, the Lambeth parking survey methodology states that *"Since people are unlikely to stop half way along a road at an imaginary 200/500m line the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road."* As such, the survey cordon has been extended to an appropriate location.
- 1.10 The results of the parking surveys are attached at **Appendix A** of this Technical Note and demonstrate overall parking stress levels of 70% and 69% during each overnight period, with at least 17 legitimate parking spaces being available in the vicinity of the site overnight.
- 1.11 It is therefore evident that there would be sufficient capacity locally to accommodate 2 cars on-street as requested by WBC, without detrimentally affecting the existing capacity for local residents, although in practice this is not likely to be required given the site's excellent location to the town centre and reliable public transport services.
- 1.12 As such, the proposed change of use should not be resisted on highway grounds and Officers at WBC are respectfully requested to confirm that the proposed change of use is acceptable on highway grounds, in light of the evidence set out in this report.

APPENDIX A



KEY:

- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = OMITTED
- = TURNING AREA
- = UNRESTRICTED TOO NARROW
- BLANK = UNRESTRICTED



					Wednesday 16th September 2026		
					TIME - 01:45		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
FALSTAFF AVENUE	1	OMITTED	10				
		UNRESTRICTED	66.8	11	1	7	12.5%
		DROPPED KERB	46.6				
FLAXMAN CLOSE	2	DROPPED KERB	15.7				
		OMITTED	2.1				
		UNRESTRICTED TOO NARROW	34.6				
		UNRESTRICTED	29.4	5	4	0	100.0%
	3	TURNING AREA	34.7		1		
		DROPPED KERB	29.6				
		UNRESTRICTED TOO NARROW	27				
HARCOURT DRIVE	4	UNRESTRICTED	29.7	5	3	1	75.0%
		OMITTED	5				
		UNRESTRICTED	96.8	15	10	7	58.8%
		DROPPED KERB	126.5				
COPPERDALE CLOSE	5	UNRESTRICTED TOO NARROW	64.1				
		DROPPED KERB	7.2				
		OMITTED	1.8				
	6	UNRESTRICTED	33.4	6	4	0	100.0%
HARCOURT DRIVE	7	DROPPED KERB	6.2				
		UNRESTRICTED TOO NARROW	35.2				
	8	UNRESTRICTED TOO NARROW	6.7				
		DOUBLE YELLOW LINE	14.5				
		DOUBLE YELLOW LINE	13.9				
		UNRESTRICTED	85.5	14	10	3	76.9%
FALSTAFF AVENUE	9	DROPPED KERB	77.3				
		UNRESTRICTED TOO NARROW	149.5		1		
FALSTAFF AVENUE	9	UNRESTRICTED TOO NARROW	86.9		1		
		DROPPED KERB	39.9				

Thursday 17th September 2026		
TIME - 02:00		
PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
2	6	25.0%
4	0	100.0%
1		
2	2	50.0%
10	7	58.8%
5	0	100.0%
10	2	83.3%
1		
1		

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)