



TRANSPORT ASSESSMENT ADDENDUM
Caversham Park, Peppard Road,
Reading, RG4 8TZ

Document History

Issue	Date	Description	Prepared By	Checked By
1	14 Dec 22	Draft for Client Comment	M Brain	T Foxall
2	6 June 23	Minor Scheme Amendments	M Brain	T Foxall
3	16 June 23	Revised Layout	A Davey	-
4	28 June 23	Amended to Client Comments	M Brain	T Foxall

Glanville

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1.0 Introduction

- 1.1 This Transport Assessment Addendum (TAA) has been prepared by Glanville Consultants on behalf of Beechcroft Developments Ltd. It has been prepared to accompany planning application number 220409 for the conversion and redevelopment of Caversham Park, Peppard Road, Reading, RG4 8TZ (the 'Site').
- 1.2 The planning application was accompanied by a Transport Assessment¹ that described the proposals at the time of the submission, herein refer to as the 'submitted scheme'. It is noteworthy that the Highway Authority (HA) did not object to the submitted scheme, although it did set out several comments and matters requiring clarification, which are discussed in Section 2.0 of this report.
- 1.3 Following the submission of the planning application, the submitted scheme was amended in response to public consultation comments including the observations of the HA, resulting in the revised scheme that is now the subject of this TAA, herein referred to as the 'revised scheme'.
- 1.4 This TAA therefore focuses primarily on describing how the revised scheme differs from the submitted scheme and the transport impacts thereof.
- 1.5 With respect to the TA, the HA made no comments on the Existing Situation or Sustainability sections therein. These sections are therefore not contentious and will not be considered further herein.
- 1.6 This Transport Assessment Addendum is prepared in accordance with Central Government Policies set out in the *National Planning Policy Framework* (NPPF) (July 2021) and in line with guidance provided by planning policy guidance, *Travel Plans, Transport Assessments and Statements* (March 2014).
- 1.7 This report should be read alongside the Travel Plan and Construction Traffic Management Plan that have been submitted with the application.

¹ Glanville Consultants, Transport Assessment, Caversham Park, Peppard Road, Reading, RG4 8TZ (Document Reference: 011_8210894_SE_Transport_Assessment_(Issue_3))

2.0 Consultee Comments

- 2.1 This Section summarises the consultee comments to the originally submitted scheme that are pertinent to the transport impacts of the development.

HA Written Response

- 2.2 The HA did not object to the submitted scheme, however within its written consultation response it raised several matters it considered should be addressed, which are summarised in the following seven points:

- Point #1** Site layout drawing to identify the corresponding plot number on each car parking space.
- Point #2** The number of charging points for electric vehicles to comply with Policy TR5 in the Local Plan (Adopted November 2019).
- Point #3** Clarity required regarding refuse collection arrangements for Block 26 to 33 and 49 to 57.
- Point #4** Applicant to confirm if refuse will be collected by the Council or a private contractor.
- Point #5** No more than 5 dwellings to be served off a shared surface.
- Point #6** Additional supporting evidence is required from the care home operator with respect to the level of car parking.
- Point #7** Investigate the potential to reinstate the historic paths and further opportunities to provide pedestrian/cycle access onto Lowfield Road.

Heritage Officer Response

- 2.3 Although not directly a transport matter, the Council's Heritage Officer requested that the engineering aspects of the submitted scheme be softened to reflect the nature of the Site; and the Site's transport infrastructure clearly has a role to play in this regard.
- 2.4 To address the concerns of the Heritage Officer, the submitted scheme was revised to more closely resemble a country estate, rather than a conventional modern housing development. This has been achieved by incorporating the following features:
- Additional space provided between the footpaths and the carriageway, to minimise the impact of the new road, whilst creating a safe, direct and attractive walking environment.
 - Additional footpaths provided throughout the Site to enhance the pedestrian environment and to provide connections from the public highway through the Site along the key desire lines, via 2m wide footways.
 - Shared surfaces introduced in low traffic areas.
 - The large areas of perpendicular parking on the main spine road replaced with a number of small parking courts to reduce the visual impact of parking.

HA Post Submission Meeting

- 2.5 A meeting was held on 13/10/22 with the HA to discuss its comments made in response to consultation on the original scheme and how these could be addressed. The Highway Officer confirmed that the following parameters are acceptable:
- Parking courts off the main spine road are acceptable in principle.

- 2m wide footpaths are appropriate for main footpaths.
- Shared surfaces are suitable for low traffic areas, defined in Manual for Streets as locations where traffic is below 100 vehicles per hour.

2.6 The third bullet point above addresses **Point #5** raised in the HA's written consultation response.

2.7 The Highway Officer was broadly supportive of the revised proposals presented at the meeting, although they requested further clarification and amendments, summarised in the following points:

- Point #8** Footpaths should be along the desire line as much as possible, particularly along the main spine road from the entrance past the care home.
- Point #9** Continuous footpaths are required along the main spine road, along at least one side of the road.
- Point #10** Swept path analysis should demonstrate access for refuse and emergency vehicles.
- Point #11** The HA may request a contribution towards new waiting and loading restrictions on Peppard Road.
- Point #12** Investigate the potential for connections to Lowfield Road for pedestrians.

2.8 **Points #1 to 12** are addressed throughout this report and highlighted in **bold** for ease of reference.

Further Update Arising from Subsequent Consultee Comments

2.9 In addition to the above, subsequent to the meeting with the HA, a number of amendments have been made to the site layout to address statutory and other consultee comments as follows:

- Removal of a proposed tennis court and its replacement with additional parking for the pavilion.
- Extension of the proposed pavilion with the inclusion of an interpretation hub for external visitors.
- Re-arrangement of the Western Parcel with a new central green space and one fewer dwelling (27).
- Re-arrangement of the care home parking.
- Minor changes around the newly designed eastern parcel to imitate former estate buildings.

2.10 It is noteworthy that the extension of the proposed pavilion with the inclusion of an interpretation hub would be relatively modest in scale as it would aim to capture the relevant history of the site. As such it would not attract significant peak hour vehicle movements to the site, rather it would provide an enhanced experience for those already planning a visit to the site. It is therefore unnecessary to assess the traffic impact of the interpretation hub any further and no such assessment has been undertaken.

2.11 The remaining changes set out in the above bullet points relate to the site layout and are reflected in the drawings presented herein.

3.0 Proposed Development

3.1 The full planning description of the proposal is as follows:

Redevelopment of Caversham Park for 65 assisted living units (Class C2) for the over 55's through the conversion of Caversham Park House, 64 bed care home (Class C2), 61 age-restricted retirement dwellings (Class C3), including conversion of the existing buildings The Bursars House and The Lodge, 27 affordable dwellings (Class C3), and refurbishment and extension of the existing pavilion to provide changing facilities, café/studio/interpretation hub and sports provision comprising 2 no. croquet lawns, 2 no. bowling greens, refurbishment of the existing tennis court and associated parking.

3.2 The proposed Site layout is included at Appendix A, and the unit breakdown by location, unit type and number of bedrooms is as follows:

- Main House: 65 assisted living units comprising:
 - 23 one-bed flats;
 - 40 two-bed flats; and
 - 2 two-bed houses.
- Care Home:
 - Would have 64 beds.
- The Gate House: 4 age restricted units comprising:
 - 1 two-bed apartment; and
 - 3 two-bed houses.
- Land to the East: 57 age restricted units comprising:
 - 48 two-bed flats; and
 - 9 two-bed houses.
- Affordable (Land to the west): 27 affordable dwellings comprising:
 - 7 one-bed flats;
 - 11 two-bed houses; and
 - 9 three-bed houses.

Access

- 3.3 The access off the public highway for the revised scheme is identical in location and arrangement to that set out in the submitted scheme, to which the HA raised no objection. The access onto the public highway is therefore not considered further herein.
- 3.4 The internal spine road within the Site will be retained broadly in its current alignment with a width of 4.8m.
- 3.5 The Site will be retained in private ownership, maintained by a management company and as such the internal streets will not be offered for adoption as public highway.
- 3.6 The existing pedestrian access either side of the piers at the main access will be retained. The southern footway at this location will be retained in its current arrangement terminating at the proposed parking spaces to the east of the existing buildings.

- 3.7 A new 2m wide footway will also be provided on the northern side of the road, extending circa 100m into the Site, at which point it terminates and a formal crossing point is provided to the south side.
- 3.8 Footways 2m wide are provided on at least one side for the entire length of the spine road, thereby addressing **Point #9** raised by the HA.
- 3.9 It is noteworthy that in response to comments made by the HA at the meeting discussed in Section 2.0 of this report, the alignment of the footway on the spine road has been straightened out as it extends along the south side of the road past the Care Home. This therefore addresses **Point #8** raised by the HA.
- 3.10 In addition, two pedestrian connections to Peppard Road will be provided from the proposed development, located between the main access and the southwestern corner of the Site, to tie in with the pedestrian infrastructure running through the Site.

Controlled Public Access

- 3.11 The Site will be open for the public to enjoy from dawn till dusk. At all other times, access would be for residents only, controlled by a fob or keypad.
- 3.12 In its consultation response and during the subsequent meeting, the HA requested that the potential to provide additional pedestrian access to the Site, including from Lowfield Road, be investigated. However, additional routes to Lowfield Road are not possible due to third party ownership issues, and there is no evidence of historic public routes through the site. Full details with respect to this matter are dealt with in the Planning Statement that accompanies the application.
- 3.13 Nevertheless, it is the case that the general public would gain a significant benefit from the development, with access granted to the open spaces during the daylight hours.
- 3.14 The above therefore addresses consultation **Point #7** and **Point #12**.

Service Vehicle and Emergency Access

- 3.15 The largest vehicle likely to access the Site on a regular basis is a refuse vehicle. Swept path analysis has been carried out, which demonstrates that a refuse vehicle can access all points within the Site. All swept path analysis drawings discussed in this section are provided at Appendix B.
- 3.16 Swept path analysis has also been carried out which demonstrates that a fire tender can get to within 45m of the properties.
- 3.17 The drawings described in the preceding paragraphs address the HA's consultation **Point #10**.
- 3.18 The Site would have several estate managers who would ensure that bins are brought to collection points convenient for the waste collection operatives.

-
- 3.19 It is anticipated that refuse collection would be undertaken by the Council and the swept paths have been developed using an appropriate vehicle. This clarifies **Point #4** raised by the HA in its consultation response.
- 3.20 In its consultation response the HA requested clarity regarding refuse collection arrangements for Block 26 to 33 and 49 to 57.
- 3.21 The site layout has changed since the above comments were made, and as such they are no longer applicable. For clarity however, the residents or the building manager will ensure that all bins are brought to within 25m of the turning areas for the refuse vehicles for collection on bin day.
- 3.22 The above clarifies **Point #3** raised by the HA in its consultation response.
- 3.23 Swept path analysis has also been carried out for a tanker accessing the foul water pumping station on Site; for a delivery vehicle to serve the minor access to the units at the northeast of the Site; and for a number of the car parking spaces within the Site to demonstrate that the Site would function in a convenient manner.

Traffic Impact

- 3.24 In terms of the level of development proposed, the revised scheme comprises 5 less dwellings than the submitted scheme. The revised scheme is therefore less intensive than the submitted scheme and would have a commensurately less intensive traffic impact.
- 3.25 Given that the HA found the traffic impact of the submitted scheme to be acceptable, it should likewise find the traffic impact of the revised scheme acceptable. Further analysis in this regard is therefore not necessary and has not been undertaken.

4.0 Parking

Car Parking Standards

- 4.1 The proposed development will accord with the local maximum parking standards², the pertinent elements of which are reproduced in Table 1.

Table 1: Car Parking Standards (Maximum)

Land Use	Per	Maximum Number of Parking Spaces
C3 Dwellings		
C3 Dwelling Flat	1-2 bed	1.5
C3 Dwelling Flat	3+ bed	2
C3 Dwelling House	1 bed	1
C3 Dwelling House	2 bed	1.5
C3 Dwelling House	3 bed	2
Visitor Parking	1 space per 4 dwellings (Flats only)	
Care Home		
C2 Nursing Home	1 per FTE staff & 1 per 4 residents	
Retirement Flats and Houses		
For a retirement village, parking requirements will be determined separately.		
Disabled Parking		
3 disabled spaces or 5% of total capacity, whichever is greater.		

- 4.2 Table 2 shows the maximum level of car parking that would be permitted by the standards set out at Table 1. Full details of the calculations are set out at Appendix C.
- 4.3 The standards state that “For a retirement village, parking requirements will be determined separately”. As there are no quantitative standards for the Assisted Living and Age Restricted Retirement Dwellings, the maximum level of car parking that would be permitted for a conventional “non-retirement” residential development is quoted in Table 2 simply to provide a maximum benchmark.

Table 2: Maximum Permissible Car Parking Provision

Units / Development Type	Maximum Car Parking Permitted
Affordable Dwellings	47
Assisted Living Units	114*
Age Restricted Retirement Dwellings	104*
Care Home	40
* Maximum standards benchmarked against C3 residential (not retirement)	

² Reading Borough Local Development Framework, Revised Parking Standards and Design, Supplementary Planning Document, Final, Adopted 31st October 2011

Proposed Car Parking Provision

- 4.4 The following section sets out how the proposed level of car parking has been calculated.

Affordable Dwellings

- 4.5 The Affordable Dwellings would provide 47 car parking spaces in line with the maximum amount of car parking permitted by the parking standards set out at Table 1 herein. All of these spaces would be allocated to the affordable units in this location.

Age Restricted Retirement Dwellings and Assisted Living Units

- 4.6 The prevailing parking standards state that “*For a retirement village, parking requirements will be determined separately*”. The following section therefore sets out how the level of car parking has been determined for the Age Restricted Retirement Dwellings and Assisted Living Units based on Beechcroft's significant experience with delivering this type of development.
- 4.7 Retirement housing is generally occupied by one or two people, with each household typically requiring only one car as the need for two car diminishes with retirement.
- 4.8 The car parking demand for the residents of the Assisted Living units will be particularly low, given that these residents require a level of care as these types of units are often a precursor to entering a care/nursing home. A review of recent Beechcroft schemes for retirement flats and houses, included at Appendix D, shows that these types of schemes provide a total parking provision of between 1.1 and 1.3 spaces per unit.
- 4.9 Based on the above, the following level of car parking is proposed, which would ensure that sufficient car parking would be provided on Site without unnecessary over provision:
- Age Restricted Retirement Dwellings: 1.25 car parking spaces per dwelling.
 - Assisted Living Units: 1.25 space per unit.
- 4.10 It is noteworthy that Caversham House is located circa 300m from Peppard Road, with the Land to the East being over 500m from Peppard Road. As such, these parts of the development are well beyond the 200m that residents would normally walk from a car parking space to their house. This matter is further reinforced by the fact that the residents of the retirement units will be older, and therefore far less likely on average than residents of non-retirement homes, to walk a significant distance to their homes. On this basis, there is little prospect of residents of this component of the development parking on the streets surrounding the Site.
- 4.11 As a point of detail, it is noted that the 4 Age Restricted Retirement Dwellings located close to the main site entrance (Lodge & Bursars Conversion) are somewhat remote from the rest of the development and as such the residents of these dwellings would have a limited supply of car parking immediately adjacent to their home to choose from. In response to this, an additional 2 spaces are provided in this location to ensure that the residents of these units would have sufficient parking without recourse to parking on the nearby Peppard Road. As such 7³ spaces would be provided for these dwellings.

³ 4 units X 1.25 spacer per unit + 2 spaces = 7 spaces

- 4.12 Similarly, an additional 3 spaces have also been provided at the Land to the East, which would give additional opportunities in this location. As such, 74⁴ car parking spaces would be provided for the residents of the dwellings in the Land to the East.
- 4.13 Based on the above, the Assisted Living units in the Main House would be provided 81⁵ car parking spaces.
- 4.14 In summary, the Age Restricted Retirement Dwellings would provide 81⁶ car parking spaces and the Assisted Living Units would provide 81 car parking spaces.

Allocation of Spaces

- 4.15 It has been demonstrated that each of the various parcels would provide an appropriate level of car parking. The parking would be allocated to the residents for each of the parcels as identified in the parking layout plan at Appendix A. The final allocation of the space to each unit within the already allocated parcels can be agreed via a condition as the registered provider, sales and even the care home would need to be consulted to agree the allocation of parking spaces. This therefore responds to **Point #1** raised by the HA.

Care Home

- 4.16 The arrangement of the Care Home has been developed by an architect working directly for the future operator of the facility. The operator is well incentivised to ensure they have enough spaces, as if either staff or visitors have issues parking it will impact the operation of the home, a risk they cannot entertain.
- 4.17 By way of background information, it is anticipated that there would be 24 staff at the facility from 9am to 4pm, with a brief peak of around 27 staff at the 2pm shift change depending on handovers. Based on analysis of existing staff travel arrangements, the operator expect the number of staff arriving by car to peak at 20 during the 2pm shift change. There are usually at least a couple of those having shared a car, putting the maximum number of staff cars at the facility at around 18.
- 4.18 Supporting information provided by the Care Home operator regarding the anticipated parking demand is provided at Appendix E.
- 4.19 The Care Home would provide 30 car parking spaces, which is comparable to that serving similar sized care homes in suburban areas, and will be sufficient to ensure that all of the associated parking demands can be met within the curtilage of the facility.
- 4.20 Importantly, it is the case that Beechcroft has significant experience in developing and selling retirement villages of this nature and as such it would not propose a care home with insufficient car parking which might result in overspill car parking to the detriment of the prospective residents of the new dwellings on the site.

⁴ 57 units X 1.25 spaces per unit + 3 spaces = 74 spaces

⁵ 65 units x 1.25 spaces per unit = 81 spaces

⁶ & parking spaces for Lodge & Bursars Conversion and 74 spaces for Land to the East = 81 Spaces Total

- 4.21 In conclusion therefore, the proposed development would provide a level of parking in compliance with the prevailing maximum standards. It would provide adequate parking for the residents of and visitors to the development and would not generate parking on the streets within or surrounding the Site.
- 4.22 The additional information provided above addresses **Point #6** raised by the HA in its consultation response.

Pavilion

- 4.23 A total of 38 car parking spaces would be available for the users of the Pavilion.

Electric Vehicle (EV) Charging Points

- 4.24 Policy TR5 in the Local Plan (Adopted 2019) states:

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."

- 4.25 The 6 tandem spaces in the affordable units will be allocated to 3 of the three-bed houses and the 4 EV spaces in the Gate House will be allocated to the 4 properties in that location. The remaining spaces in the development would be unallocated and as such the EV provision complies with the standards.
- 4.26 The location of the EV charging points is shown on the car park layout drawing at Appendix A.
- 4.27 This addresses **Point #2** raised by the HA in its consultation response.

Cycle Parking

- 4.28 The proposed cycle parking strategy is unchanged from that set out in the TA, which the HA found to be acceptable. Given that this matter is not contentious it need not and is not considered further herein.

Waiting and Loading Restrictions

As noted in Section 2.0 herein, to ensure there would be no potential for parking overspill on Peppard Road, the HA advised that it may seek a contribution of circa £5k to £10K, secured by S106, towards new waiting and loading restrictions on Peppard Road to be delivered by the HA. Beechcroft are amenable to make such a contribution, thereby addressing **Point #11**.

5.0 Summary and Conclusions

- 5.1 This Transport Assessment Addendum has been prepared on behalf of Beechcroft Developments Ltd to accompany a planning application for the conversion and redevelopment of Caversham Park, Peppard Road, Reading.

Summary

- 5.2 The main findings of this Transport Assessment Addendum are as follows:
- The 12 Points raised by the HA in its written consultation response and at the subsequent meeting have been addressed.
 - The development will provide an appropriate level of car parking provision, compliant with the prevailing standards. Furthermore, it has been demonstrated that the level of car parking proposed would be adequate for the future residents of and visitors to the development and would not result in parking on the streets surrounding the Site.
 - The level of traffic generation will be below that which has already been found to be acceptable by the HA.
 - Beechcroft are amenable to making a contribution towards waiting and loading restrictions on Peppard Road.
 - It has been demonstrated that the site would provide suitable access for all modes of transport including for service and emergency vehicles.

Conclusion

- 5.3 It is concluded that the proposed development is in accordance with the National Planning Policy Framework, which is in favour of sustainable development and advises that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.
- 5.4 In light of the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as either giving rise to an unacceptable impact on highway safety or a severe impact on the road network. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

Appendices

Appendix A

Proposed Site Layout and EV Parking Layout

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Rev.	Date	Description
A	23.12.21	Updated
B	18.02.22	Listed wall & stair core added to Eastern end
C	21.02.22	South footpath
D	22.02.22	Northern path revised
E	28.02.22	Western paths rev
F	04.03.22	Highways Amends
G	28.03.22	Highways Amends
H	04.03.22	Highways Amends
I	30.09.22	Minor amendments
J	18.10.22	LTE Updated
K	21.10.22	LTE Updated
L	24.10.22	LTE Updated
M	11.11.22	Highways Amends
N	23.11.22	New Gates shown
O	16.12.22	paths, roofs, rev.
P	09.05.23	Rev Layout
Q	09.05.23	Rev Layout
R	30.05.23	Rev Layout
S	02.06.23	Rev Layout
T	06.06.23	Rev Layout
U	06.06.23	Rev Layout

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REVISIONS

Rev.	Date	Description
A	23.12.21	Updated
B	18.02.22	Listed wall & stair core accidents Eastern end
C	21.02.22	Southern footpath
D	22.02.22	Northern path revised
E	28.02.22	Western paths rev
F	04.03.22	Highways Amends
G	04.03.22	Highways Amends
H	30.07.22	Updated
I	18.10.22	Mind amendments
J	18.10.22	LTE Updated
K	21.10.22	LTE Updated
L	24.10.22	LTE Updated
M	24.10.22	Highways Amends
N	23.11.22	New Gates shown
Q	16.12.22	paths, roof rev.
R	22.05.23	Rev Layout
S	22.05.23	Rev Layout
T	30.05.23	Rev Layout
U	02.06.23	Rev Layout
V	06.06.23	Rev Layout
X	14.06.23	Rev Layout

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REVISIONS		
Rev.	Date	Description
C	22.05.23	Updated
D	30.05.23	Updated
E	02.06.23	Updated
F	06.06.23	Updated
G	06.06.23	Updated
H	07.06.23	Updated
J	14.06.23	Updated

PARKING KEY

KEY

- Land to West
- Gate House
- Pavilion
- Care Home
- Conversion
- Land to North
- Land to East

Client :
BEEHCROFT
DEVELOPMENTS LTD

Job :
CAVERSHAM PARK

Drawing Title:
Land to West (LTW)
Parking Plan

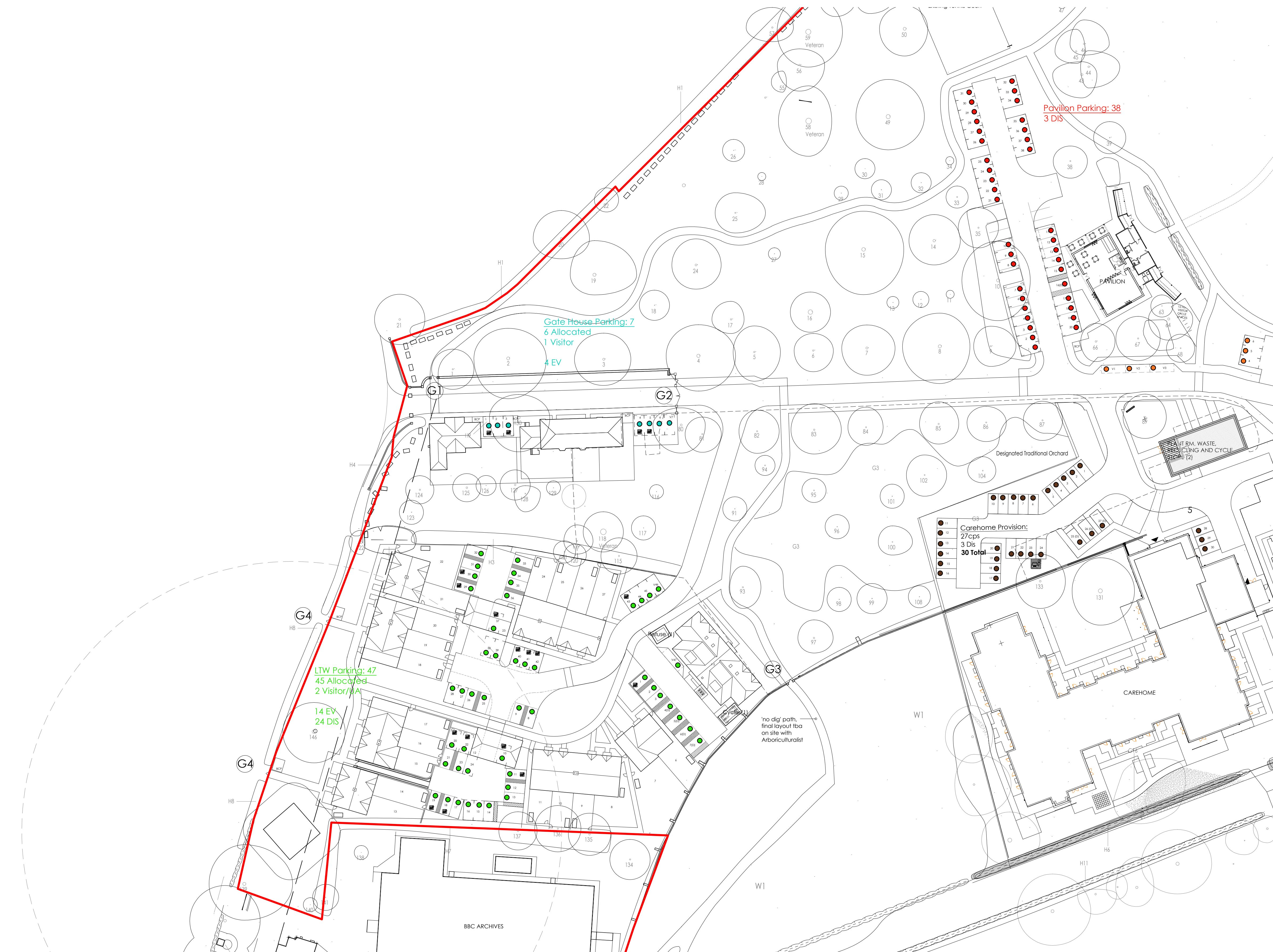
Scale:
1:500 @ A1
Date: Dec 22 Drawn By: RN Checked: ***

Drawing No: 3251.P.126 Revision: J

PLANNING

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Land to the West

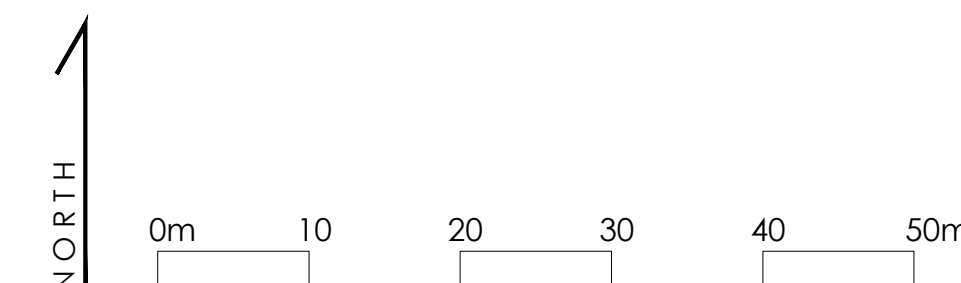
- 2 cycles per house (private sheds)
- 2 cycles per 2B apartment (shared cycle store)
- 1 cycle per 1B apartment (shared cycle store)

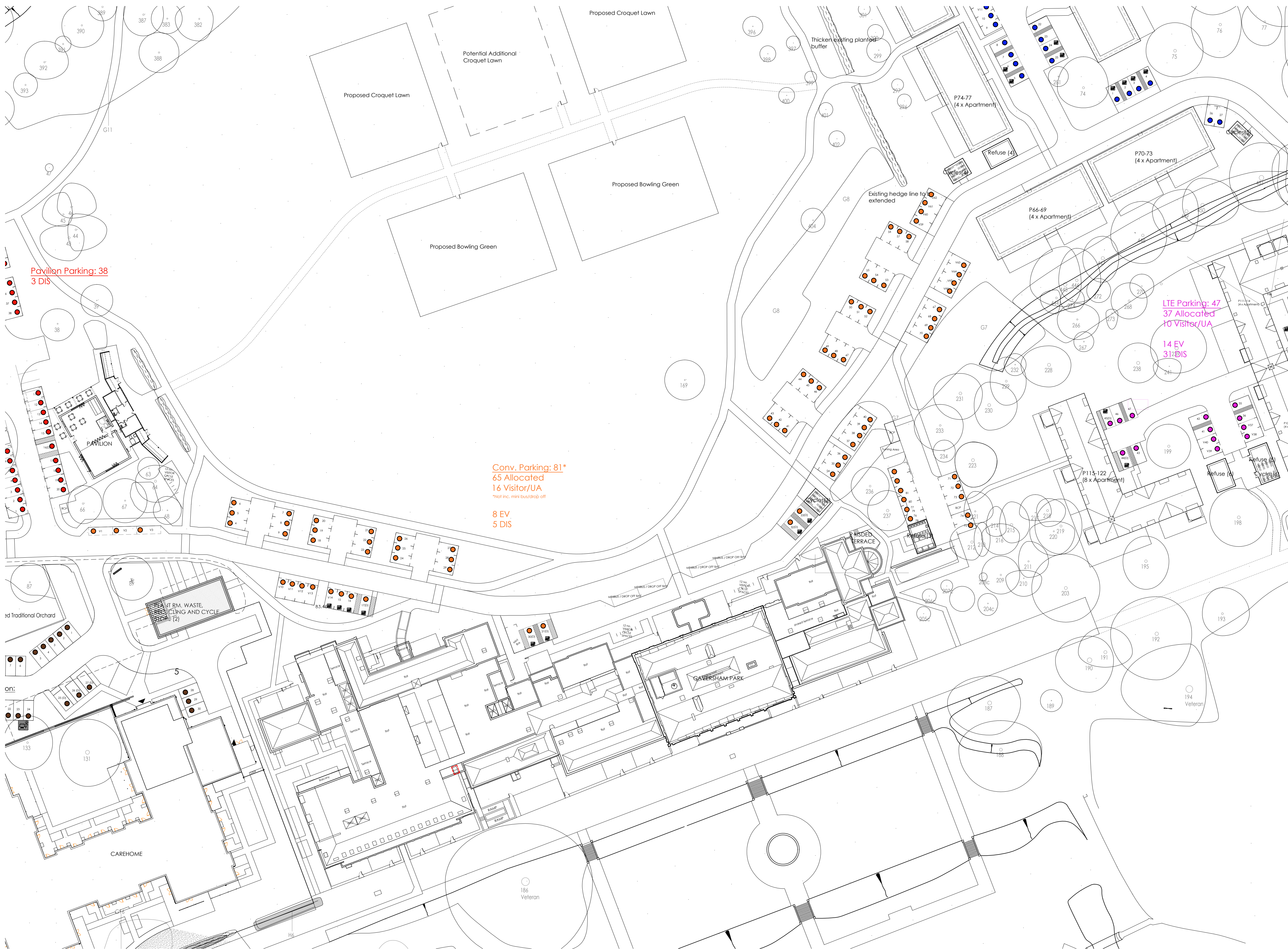
Carehome

- As Condry Lofthouse drawings

EV Charging Key

EV Charging Port





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REVISIONS

Rev.	Date	Description
C	22.05.23	Updated
D	30.05.23	Updated
E	02.06.23	Updated
F	06.06.23	Updated
G	06.06.23	Updated
H	07.06.23	Updated
J	14.06.23	Updated

PARKING KEY

KEY

- Land to West
- Gate House
- Pavilion
- Care Home
- Conversion
- Land to North
- Land to East

Client :
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DEVELOPMENTS LTD

Job :
CAVERSHAM PARK

Drawing Title:
Main House
Parking Plan

Scale:
1:500 @ A1

Date: Dec 22 Drawn By RN Checked ***

Drawing No: 3251.P.127 Revision: J

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info@bpharwood.co.uk - www.bpharwood.co.uk



Cycle Store Key

Main House

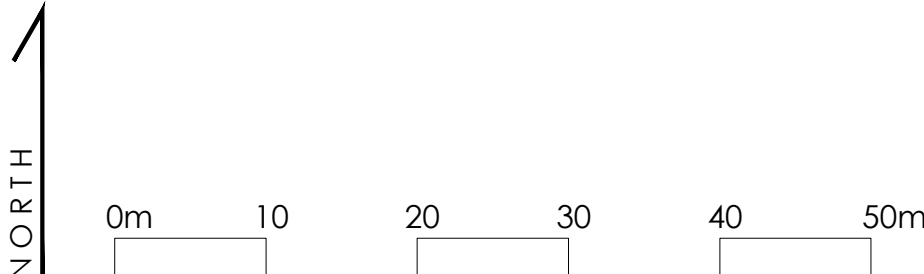
- 0.5 cycles per dwelling (shared cycle store)

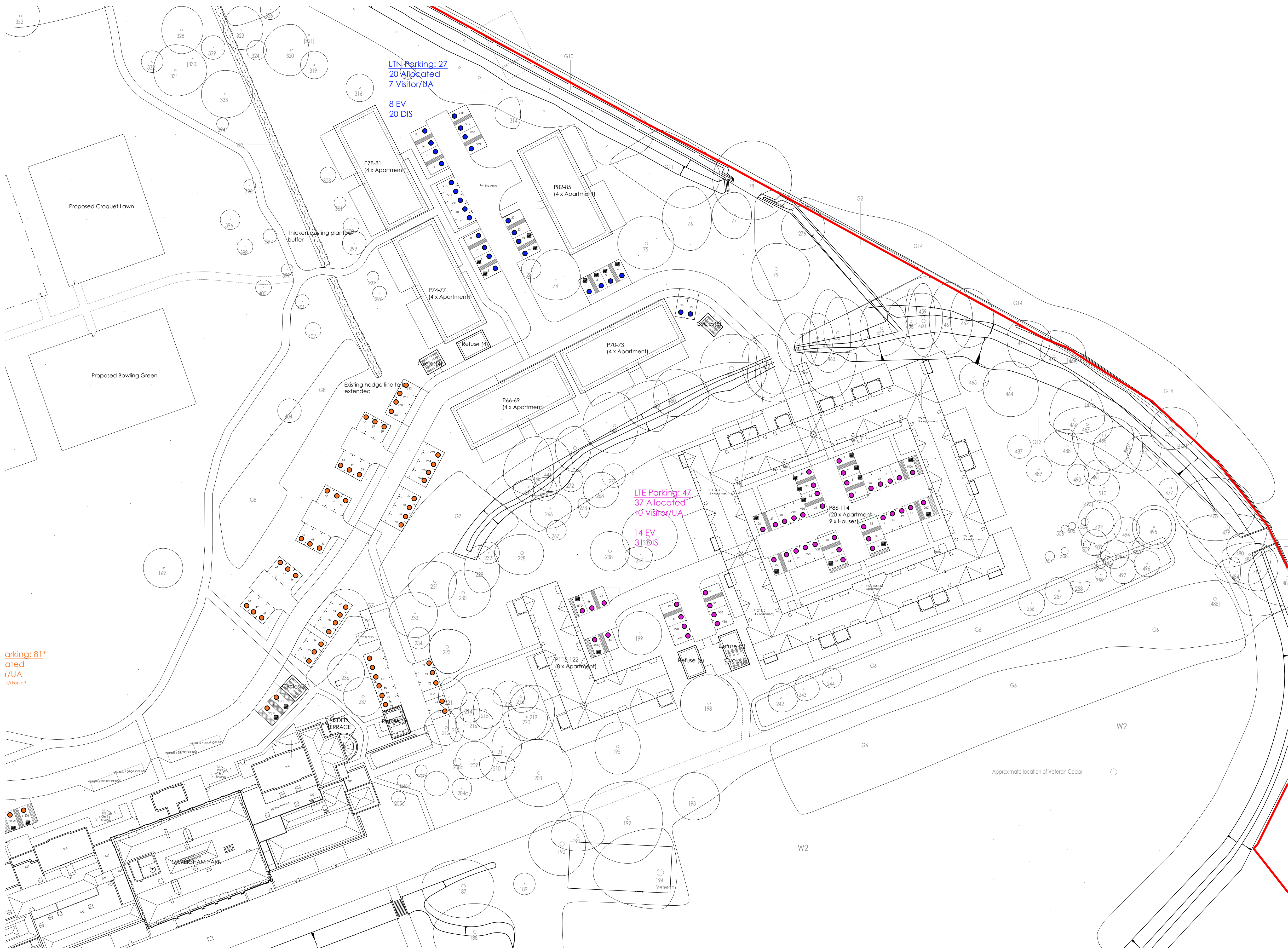
Carehome

- As Condly Lofthouse drawings

EV Charging Key

EV Charging Port





NOTES:
DIMENSIONS ARE NOT TO BE SCALED FROM THIS DRAWING
ALL DIMENSIONS ARE TO BE CHECKED AGAINST ACTUAL SITE
DIMENSIONS BEFORE ANY WORK IS FABRICATED
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ARCHITECTS AND MAY NOT BE COPIED, REPRODUCED, LENT OR
DISCLOSED WITHOUT THEIR EXPRESS PERMISSION IN WRITING.

REVISIONS		
Rev.	Date	Description
C	22.05.23	Updated
D	30.05.23	Updated
E	02.06.23	Updated
F	06.06.23	Updated
G	06.06.23	Updated
H	07.06.23	Updated
J	14.06.23	Updated

PARKING KEY

KEY

Land to West

Gate House

Pavilion

Care Home

Conversion

Land to North

Land to East

Client :
BEEHCROFT
DEVELOPMENTS LTD

Job :
CAVERSHAM PARK

Drawing Title:
Land to the East
Parking Plan

Scale:
1:500 @ A1
Date:
Dec 22
Drawn By
RN
Checked

Drawing No:
3251.P.128
Revision:
J

PLANNING

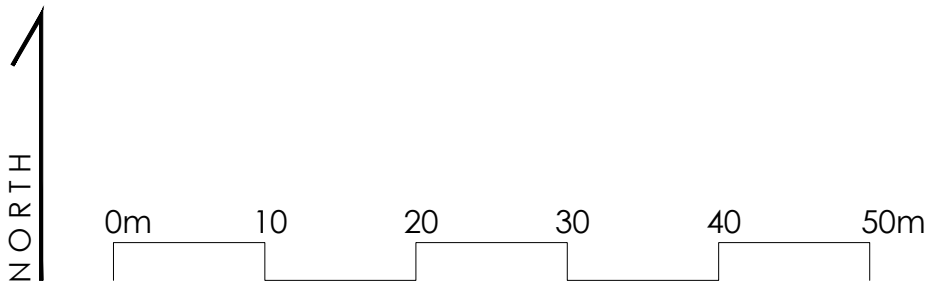
The White Barn, Manor Farm, Manor Road
Wantage, Oxfordshire, OX12 8NE
T: 01235 765322 F: 01235 765373
The Mansion House, Hartham Park, Corsham,
Wiltshire, SN13 0RP
T: 01249 700489 F: 01249 470077
info@bpharwood.co.uk - www.bpharwood.co.uk



- Land to the East
- 1 cycle per dwelling (shared cycle store)

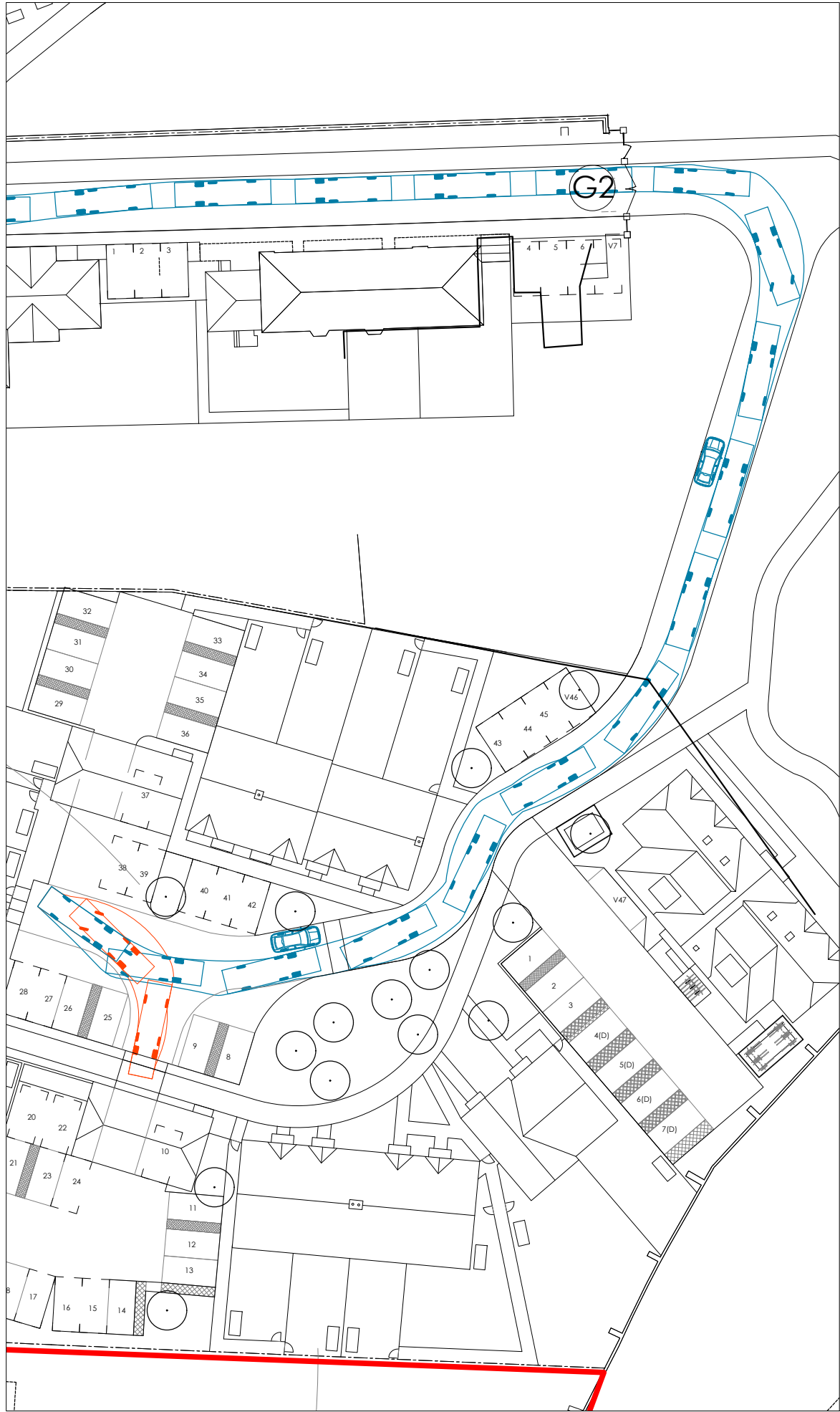
EV Charging Key

EV Charging Port

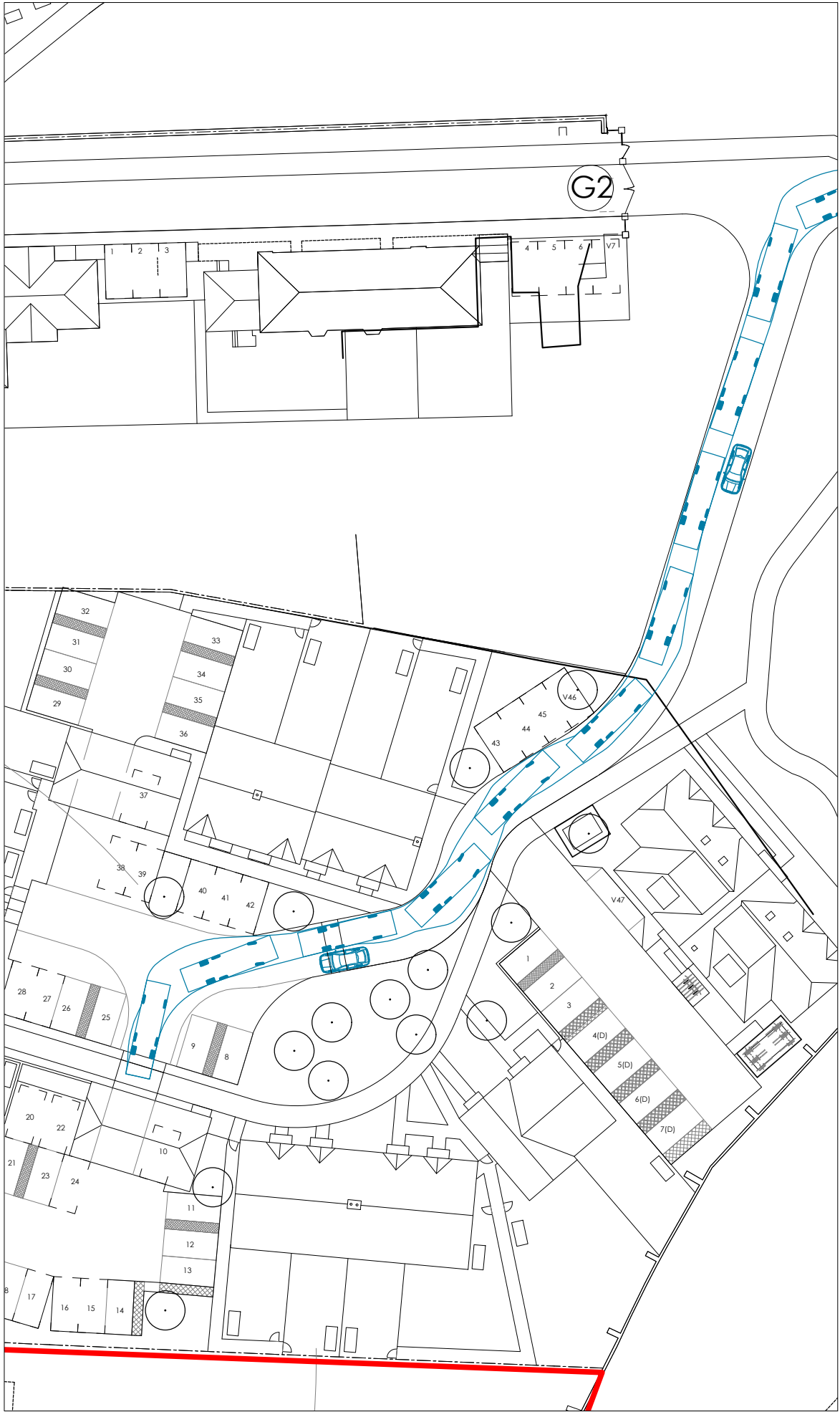


Appendix B

Swept Path Analysis



ENTRY



EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY



8.75m refuse vehicle - forward gear



8.75m refuse vehicle - reverse gear



F	Architects layout updated.	16/06/23 TH	MB
E	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
D	Architects layout updated. Swept paths revised to suit.	16/05/23 TH	MB
C	Architects layout updated. Swept paths revised to suit.	21/12/22 KH	MB
B	Architects layout updated. Swept paths revised to suit.	15/12/22 KH	MB
A	Architects layout updated. Swept paths revised to suit.	06/10/22 KH	MB
Rev.	Description	Date	Chkd



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postbox@glanvillegroup.com www.glanvillegroup.com

Client :

Beechcroft Developments Ltd.

Project :

Caversham Park
Peppard Road, Reading, RG4 8TZ

Title :

Swept Path Analysis
8.75m Refuse Vehicle
At Land to the West

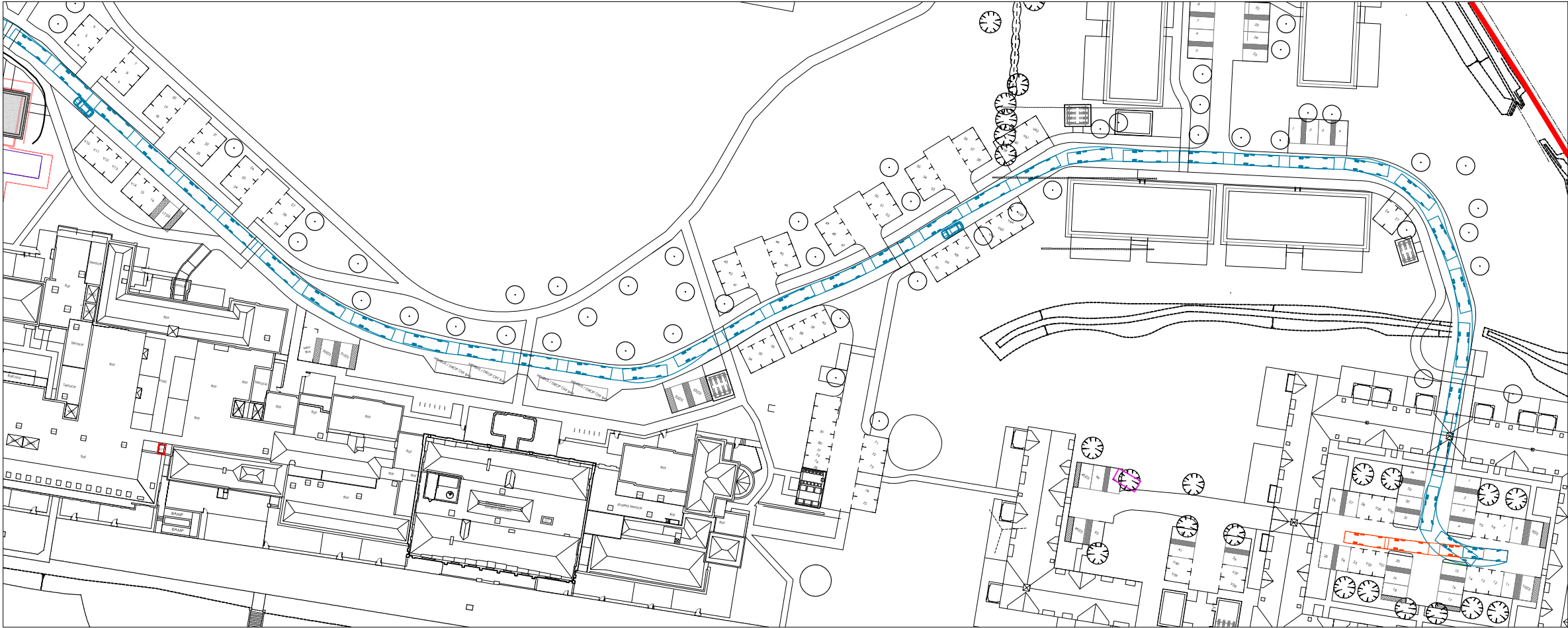
Project Engineer : T. Hart Scale : 1:500 @ A3

Project Director : T. Foxall Date : December 2022

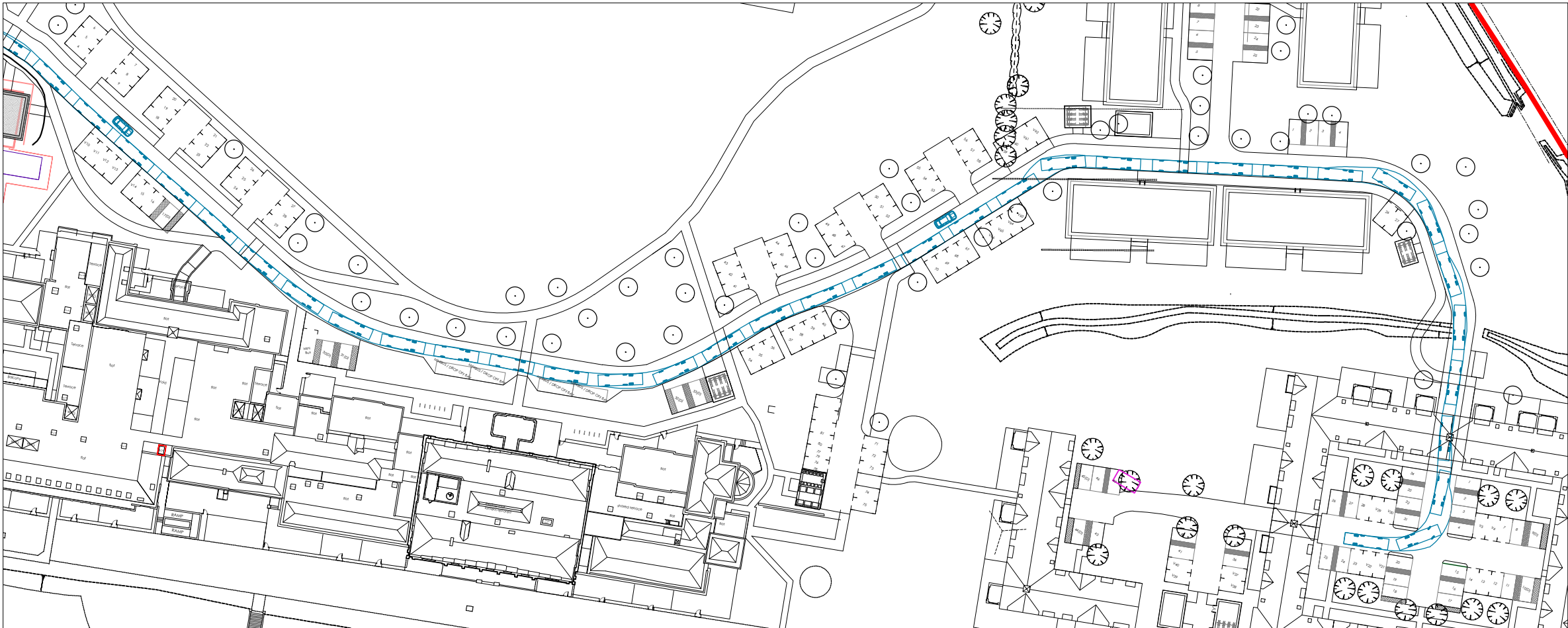
Status : PRELIMINARY

Drawing No. 8210894/6203

Rev F



ENTRY



EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY



8.75m refuse vehicle - forward gear



8.75m refuse vehicle - reverse gear



G	Architects layout updated.	16/06/23 TH	MB
F	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
E	Architects layout updated. Swept paths revised to suit.	16/05/23 TH	MB
D	Architects layout updated. Swept paths revised to suit.	21/12/22 KH	MB
C	Architects layout updated. Swept paths revised to suit.	15/12/22 KH	MB
B	Architects layout updated. Swept paths revised to suit.	06/10/22 KH	MB
A	Architects layout updated. Swept paths revised to suit.	04/03/22 T. Hart	MB

Rev.	Description	Date	Chkd
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postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Beechcroft Developments Ltd.

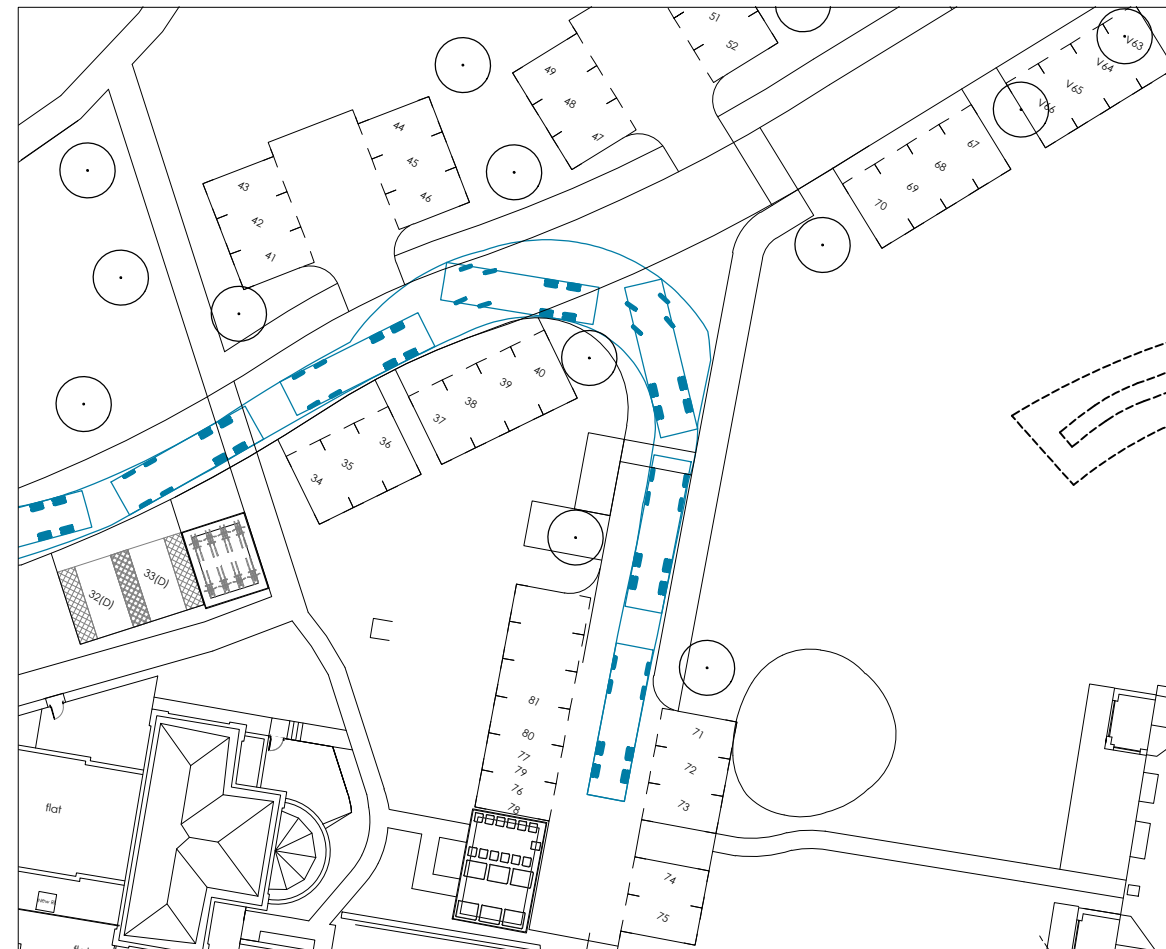
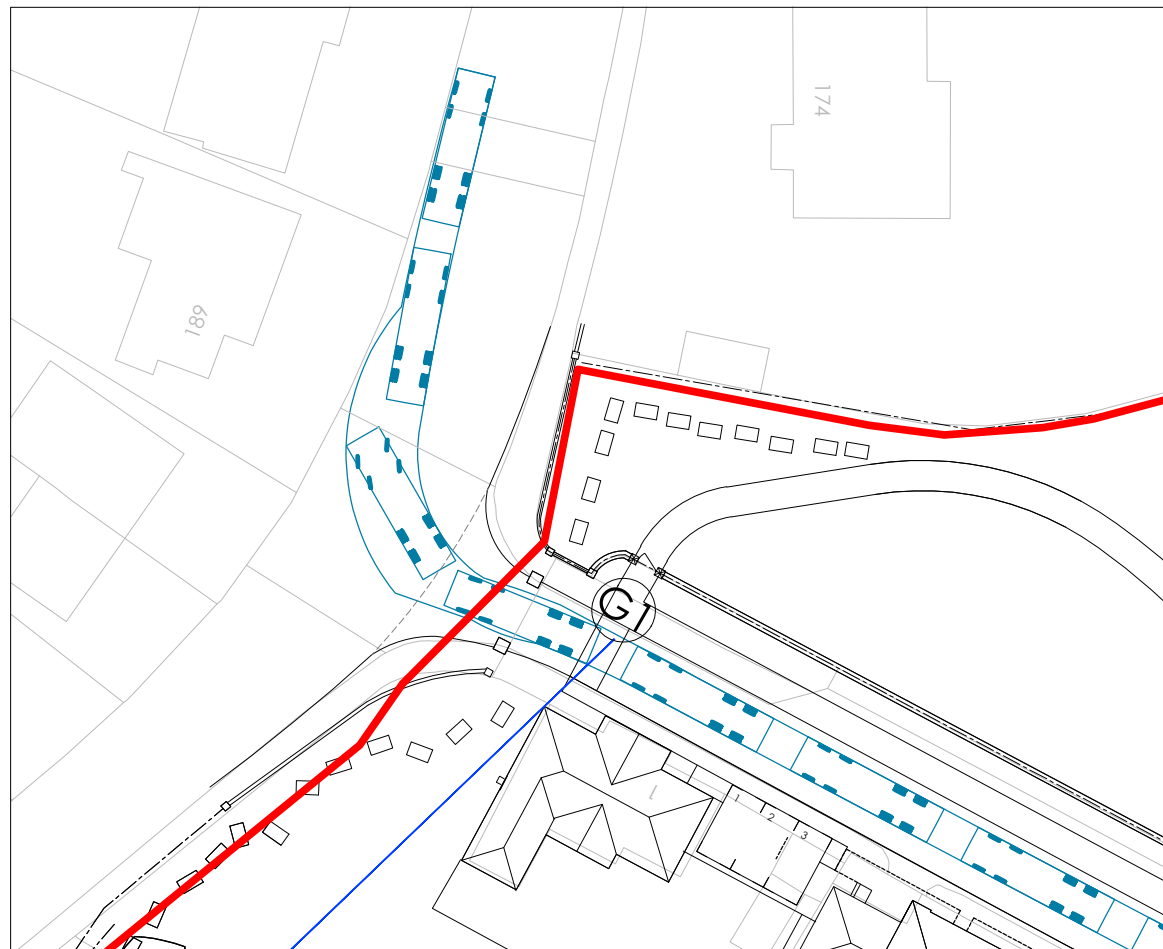
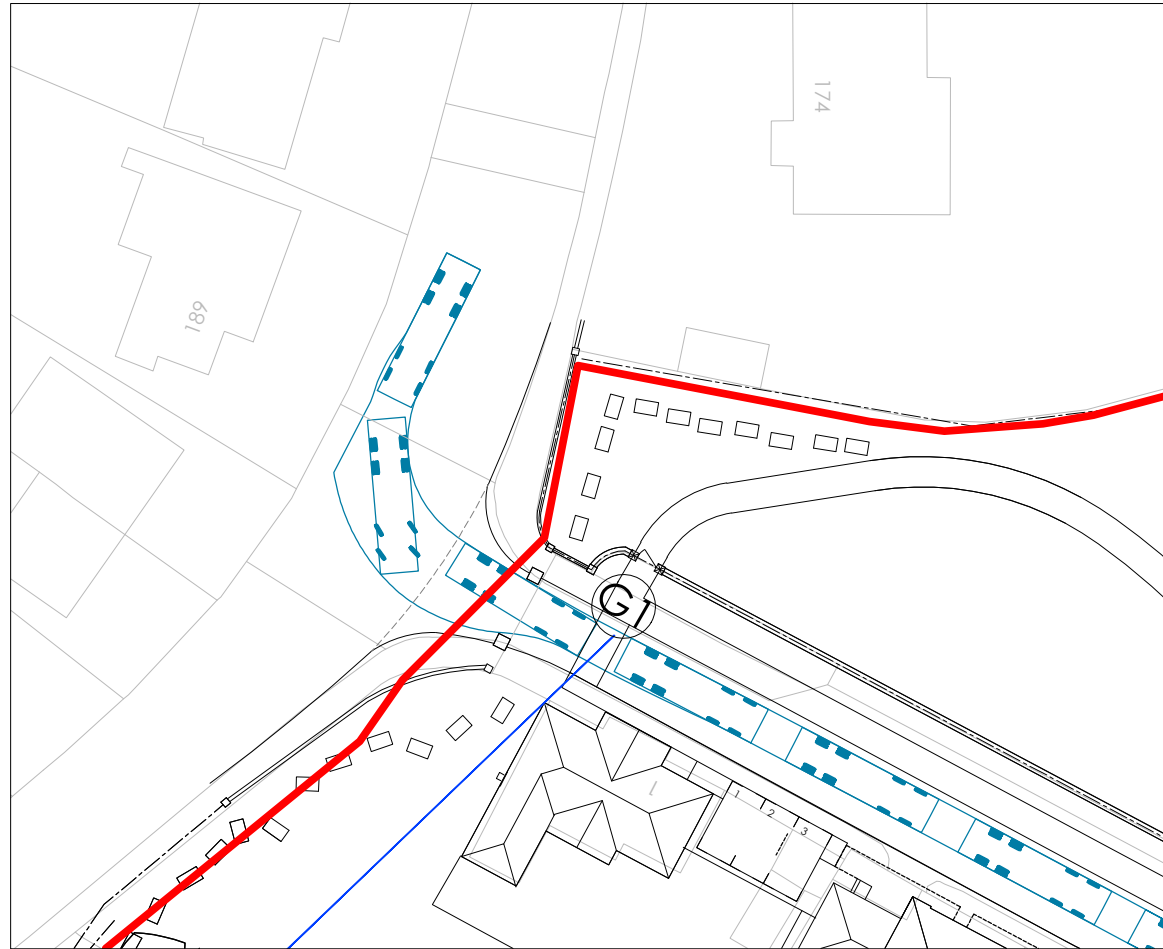
Project :
Caversham Park
Peppard Road, Reading, RG4 8TZ

Title :
Swept Path Analysis
8.75m Refuse Vehicle
Along Main Spine Road and at Land to the East

Project Engineer : T. Hart Scale : 1:1000 @ A3
Project Director : T. Foxall Date : December 2022

Status : PRELIMINARY

Drawing No. 8210894/6204 Rev G



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste
Management Guidelines for Property Developers, Architects,
Planners and Contractors

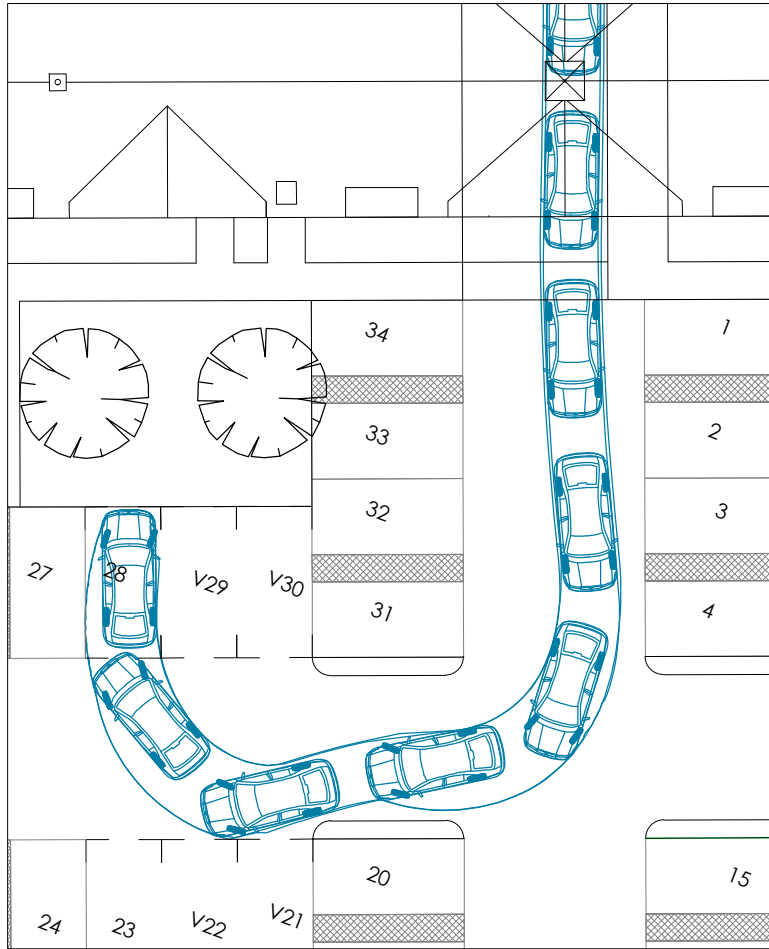
KEY



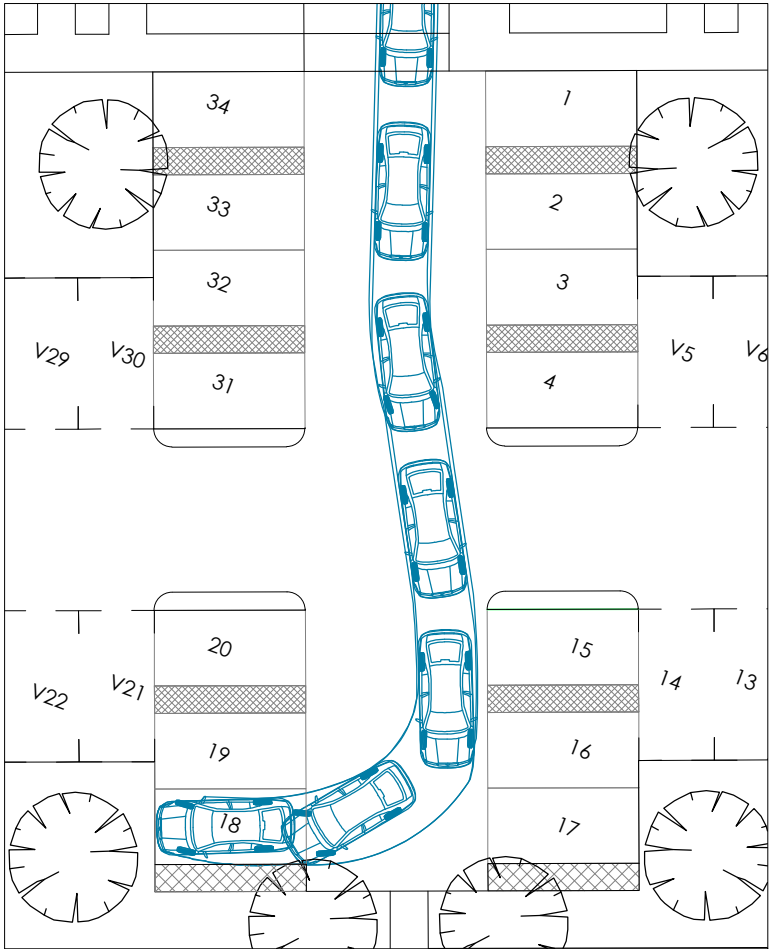
G	Architects layout updated.	16/06/23 TH	MB
F	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
E	Architects layout updated. Swept paths revised to suit.	16/05/23 TH	MB
D	Architects layout updated. Swept paths revised to suit.	21/12/22 KH	MB
C	Architects layout updated. Swept paths revised to suit.	15/12/22 KH	MB
B	Architects layout updated. Swept paths revised to suit.	06/10/22 KH	MB
A	Architects layout updated. Swept paths revised to suit.	04/03/22 T. Hart	MB

	Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com	
	Client : Beechcroft Developments Ltd.	
Project : Caversham Park Peppard Road, Reading, RG4 8TZ		
Title : Swept Path Analysis 10.2m Tanker		
Project Engineer :	T. Hart	Scale : 1:1000 @ A3
Project Director :	T. Foxall	Date : December 2022
Status :	PRELIMINARY	

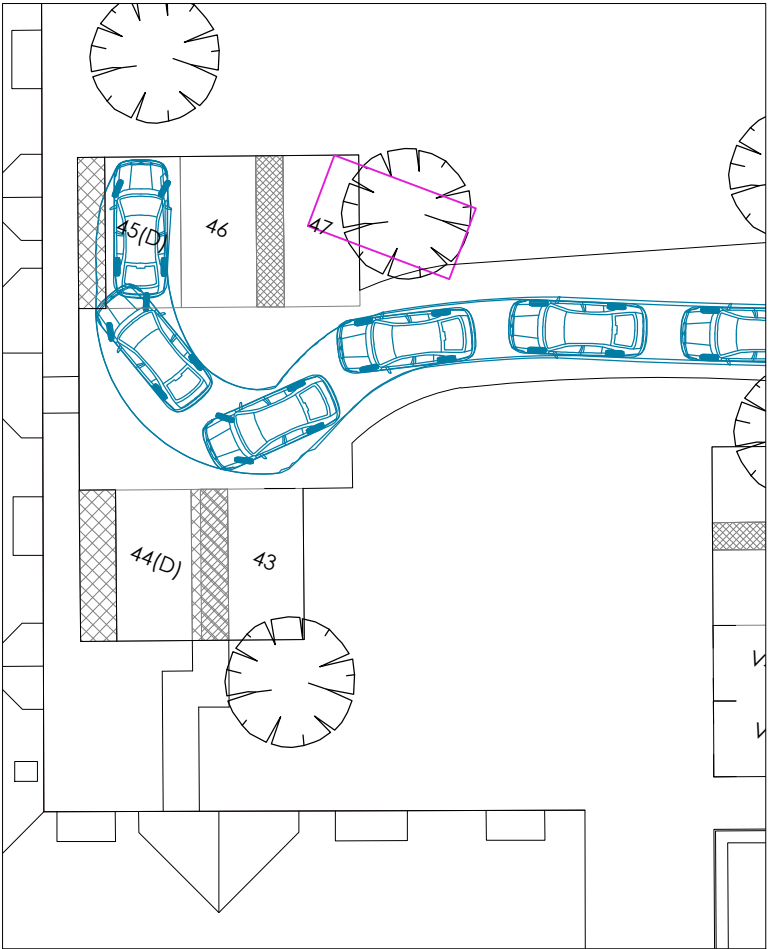
Drawing No.	8210894/6205	Rev F
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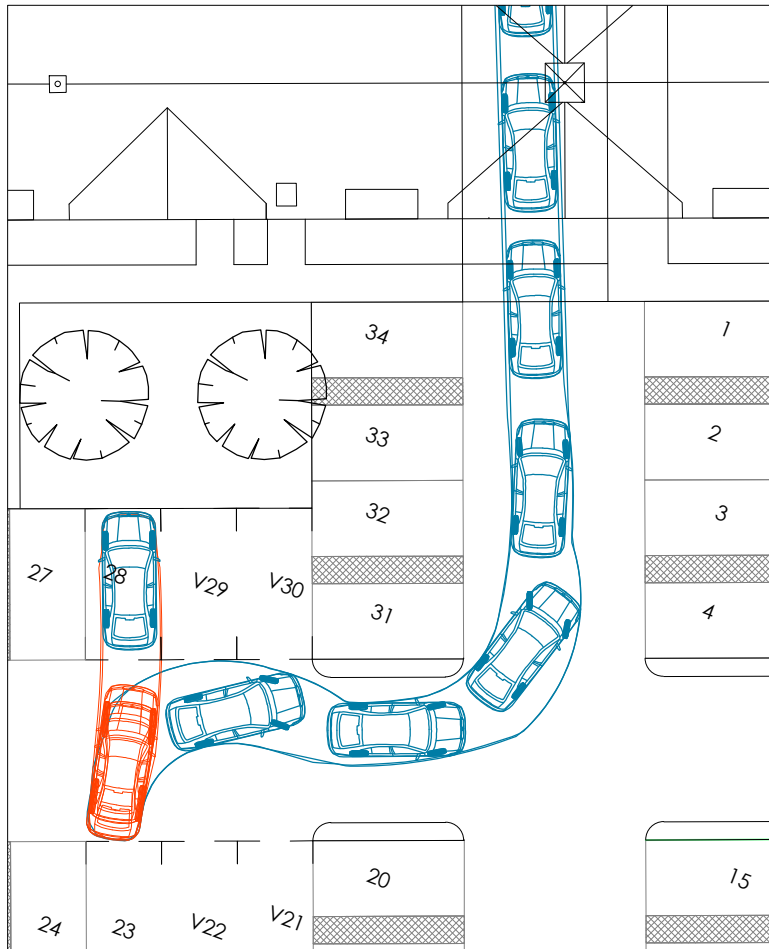
PARKING BAY 28 - ENTRY



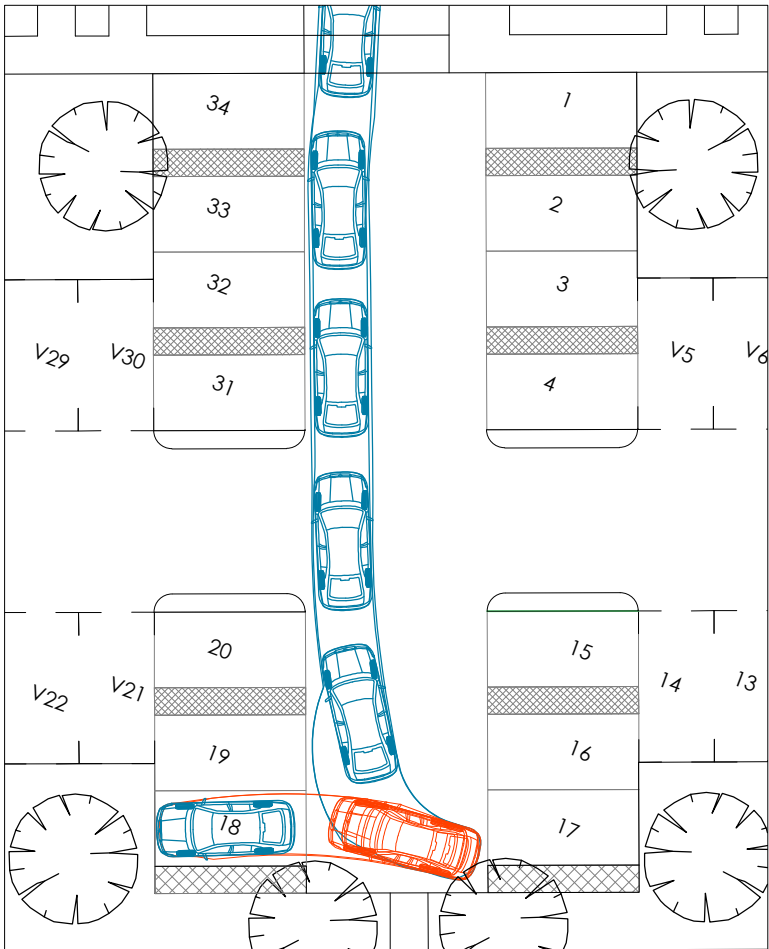
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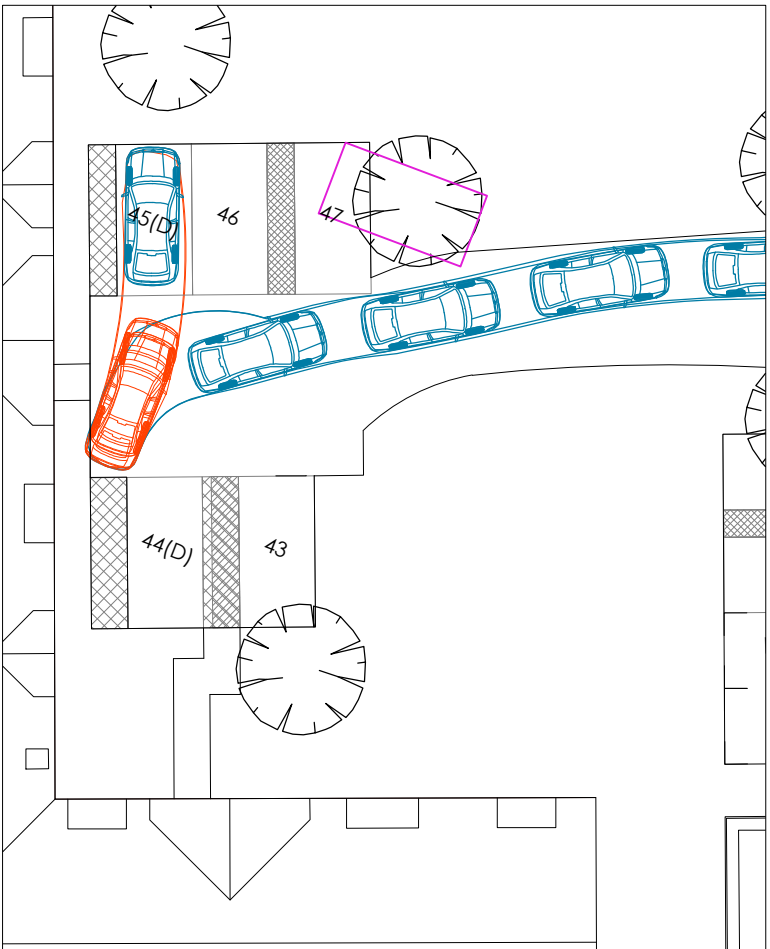
PARKING BAY 45(D) - ENTRY



PARKING BAY 28 - EXIT



PARKING BAY 18 - EXIT



PARKING BAY 45(D) - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY

Skoda Octavia - forward gear

Skoda Octavia - reverse gear



D	Architects layout updated.	16/06/23 TH	MB
C	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
B	Architects layout updated. Swept paths revised to suit.	16/05/23 TH	MB
A	Architect's layout updated. Swept paths revised to suit.	21/12/22 K. Hulse	MB
Rev.	Description	Date	Chkd



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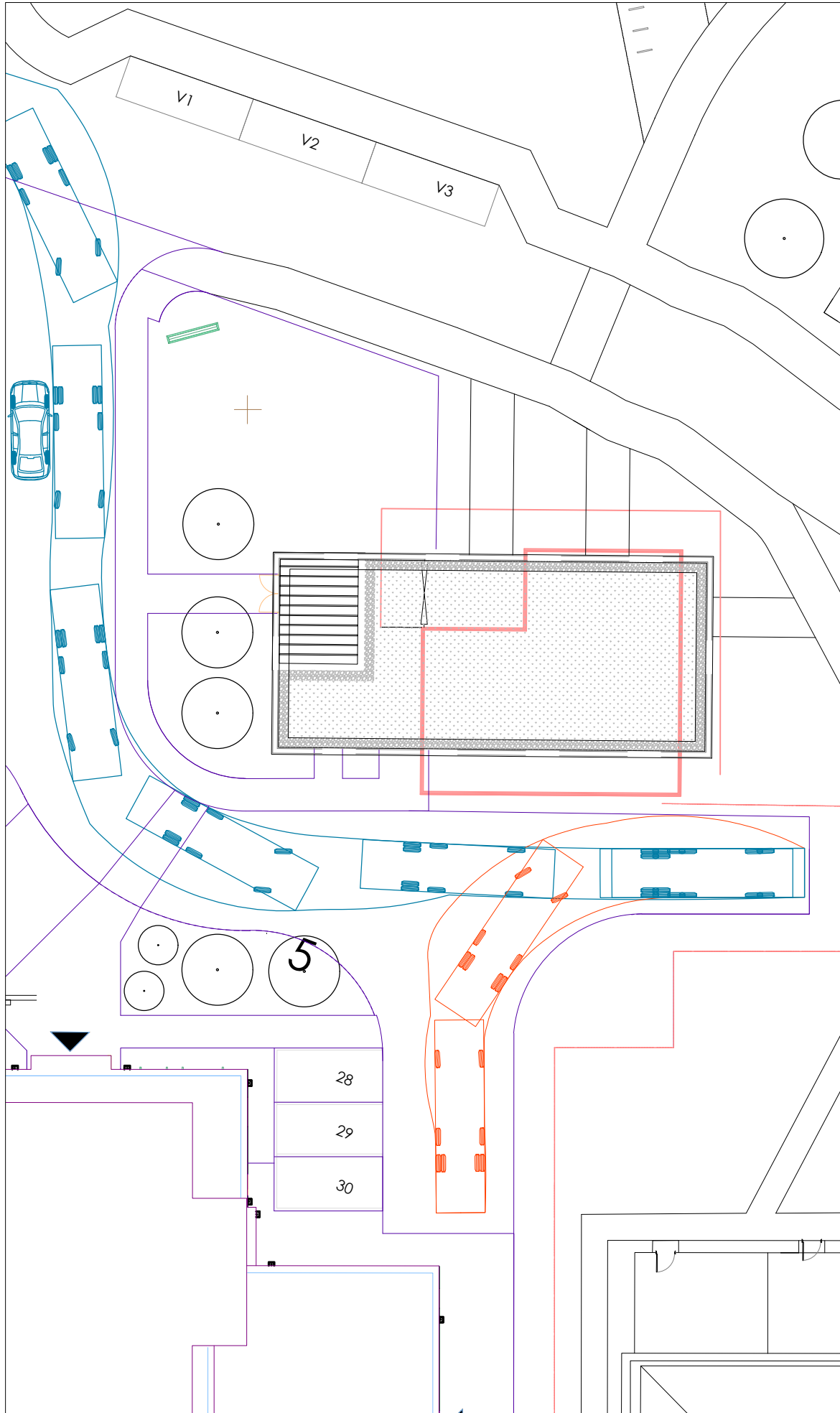
Project :
Caversham Park
Peppard Road, Reading, RG4 8TZ

Title :
Swept Path Analysis
Skoda Octavia
Parking Spaces

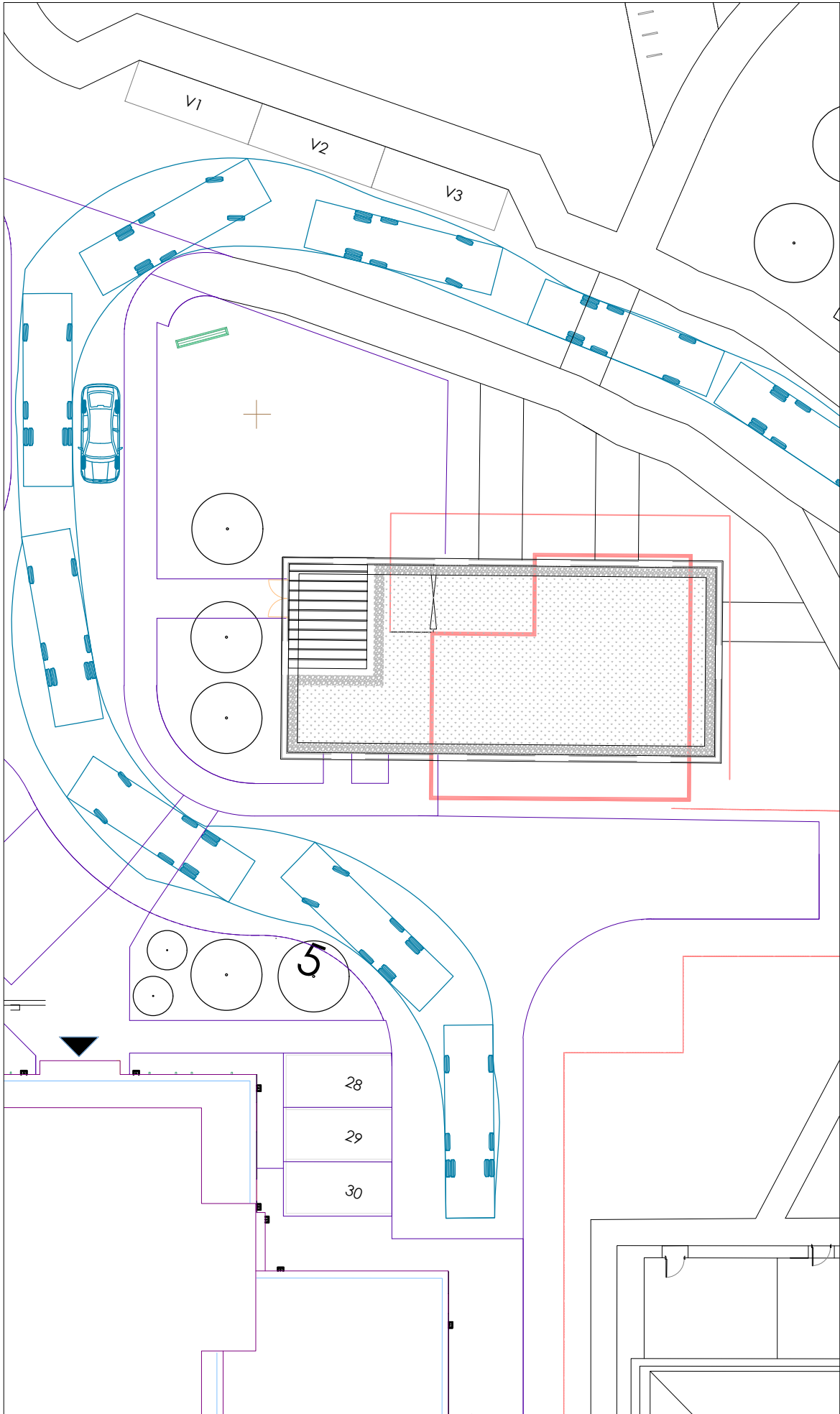
Project Engineer : T. Hart Scale : 1:250 @ A3
Project Director : T. Foxall Date : December 2022

Status : PRELIMINARY

Drawing No. 8210894_6207 Rev D



TURNING AREA - ENTRY



TURNING AREA - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

Source: BHP's drawing number 3251.P.101 Rev X

Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY

8.75m refuse vehicle - forward gear

8.75m refuse vehicle - reverse gear



D	Architects layout updated.	16/06/23 TH	MB
C	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
B	Architects layout updated. Swept paths revised to suit.	16/05/23 TH	MB
A	Architects layout updated. Swept paths revised to suit.	21/12/22 K. Hulse	MB
Rev.	Description	Date	Chkd



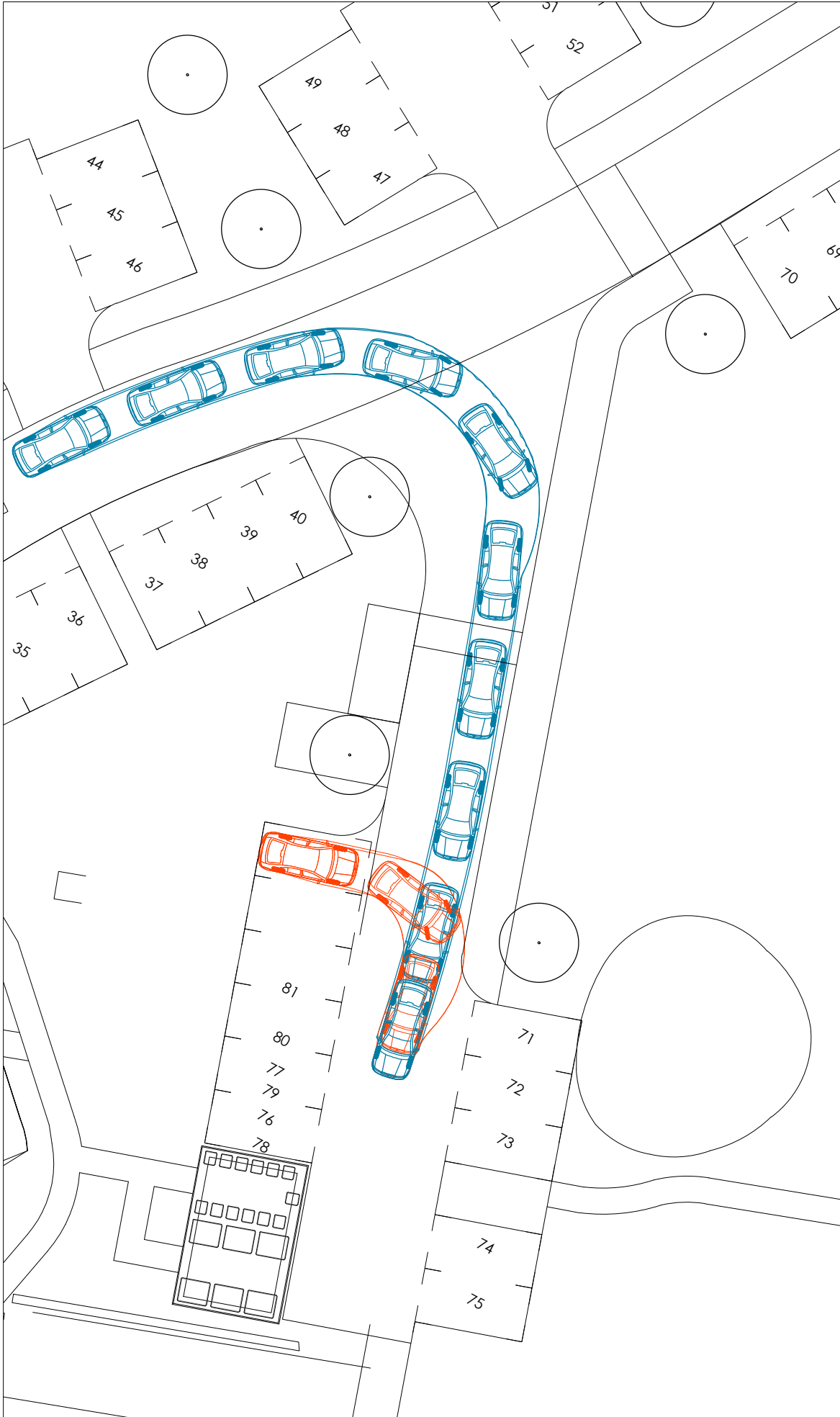
Glanville
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Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Beechcroft Development Ltd.

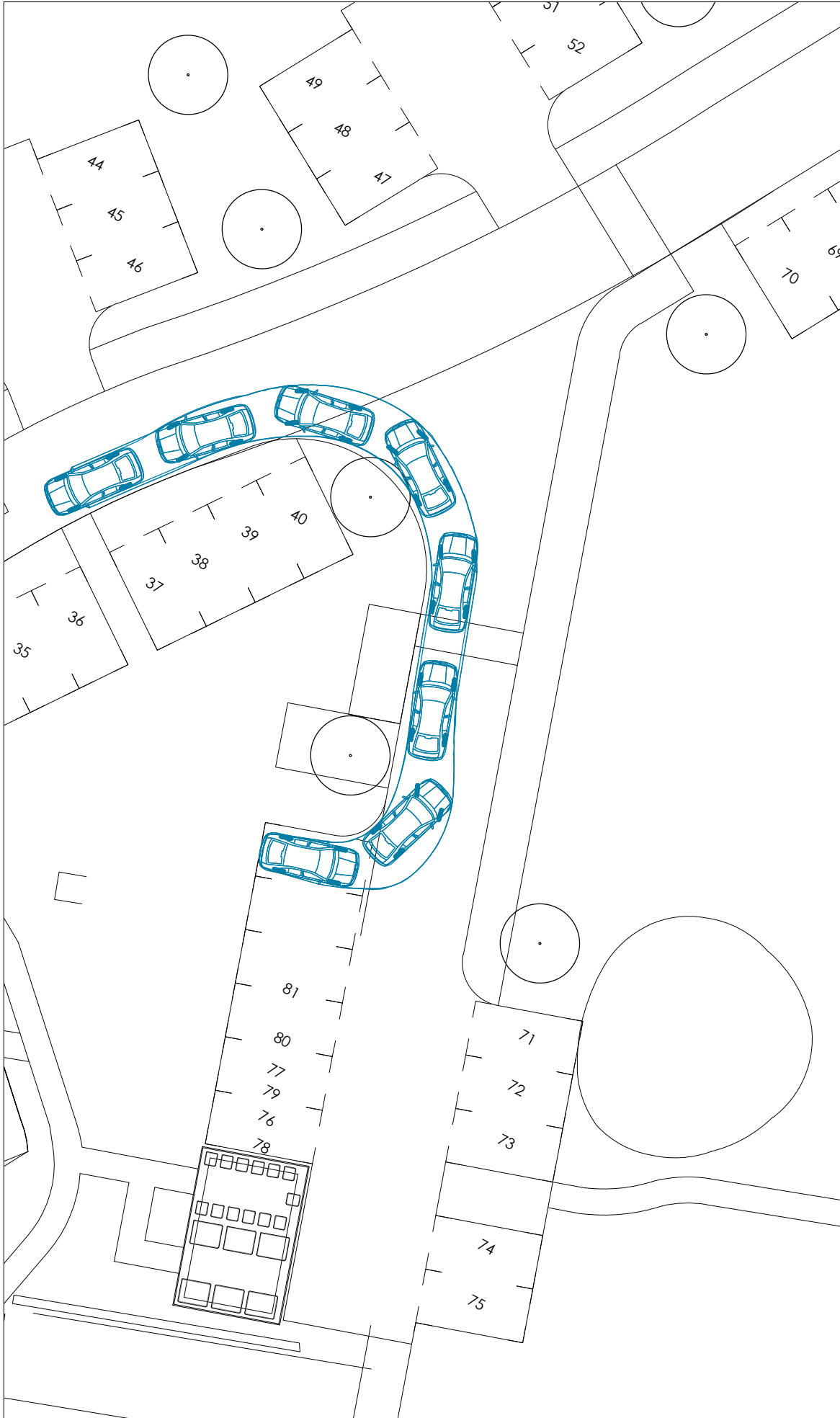
Project :
Caversham Park,
Peppard Road

Title :
Refuse Vehicle
Swept Path

Project Engineer : M. Brain Scale : 1:250 @ A3
Project Director : T. Foxall Date : November 2022
Status :



ENTRY



EXIT

- NOTES
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY


Skoda Octavia- forward gear


Skoda Octavia - reverse gear



D	Architects layout updated.Swept paths revised to suit.	16/06/23 TH	MB
C	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
B	Architects layout updated. Swept paths revised to suit.	16/05/23 TH	MB
A	Architects layout updated. Swept paths revised to suit.	21/12/22 K. Hulse	MB
Rev.	Description	Date	Chkd



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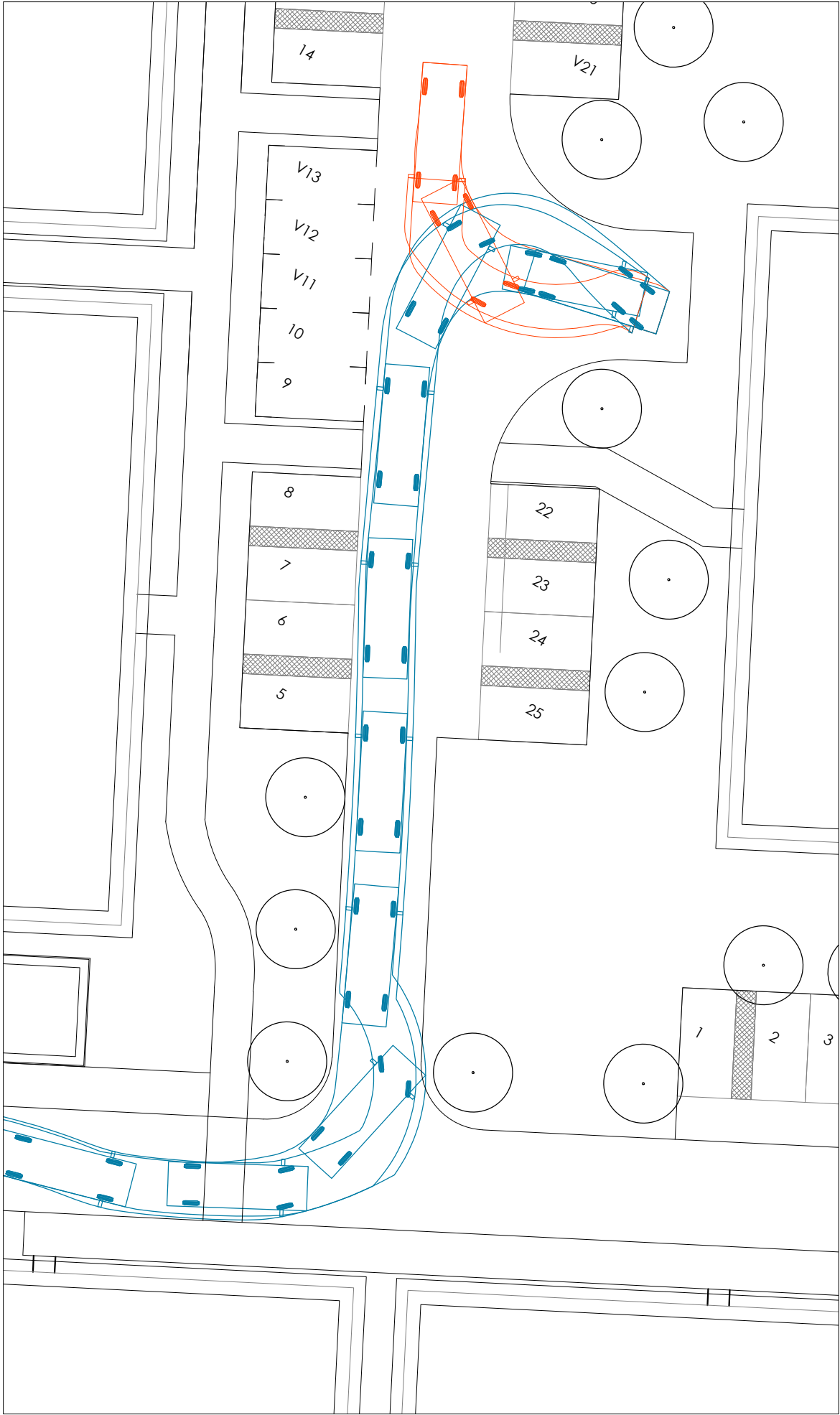
Client :
Beechcroft Developments Ltd.

Project :
**Caversham Park
Peppard Road, Reading, RG4 8TZ**

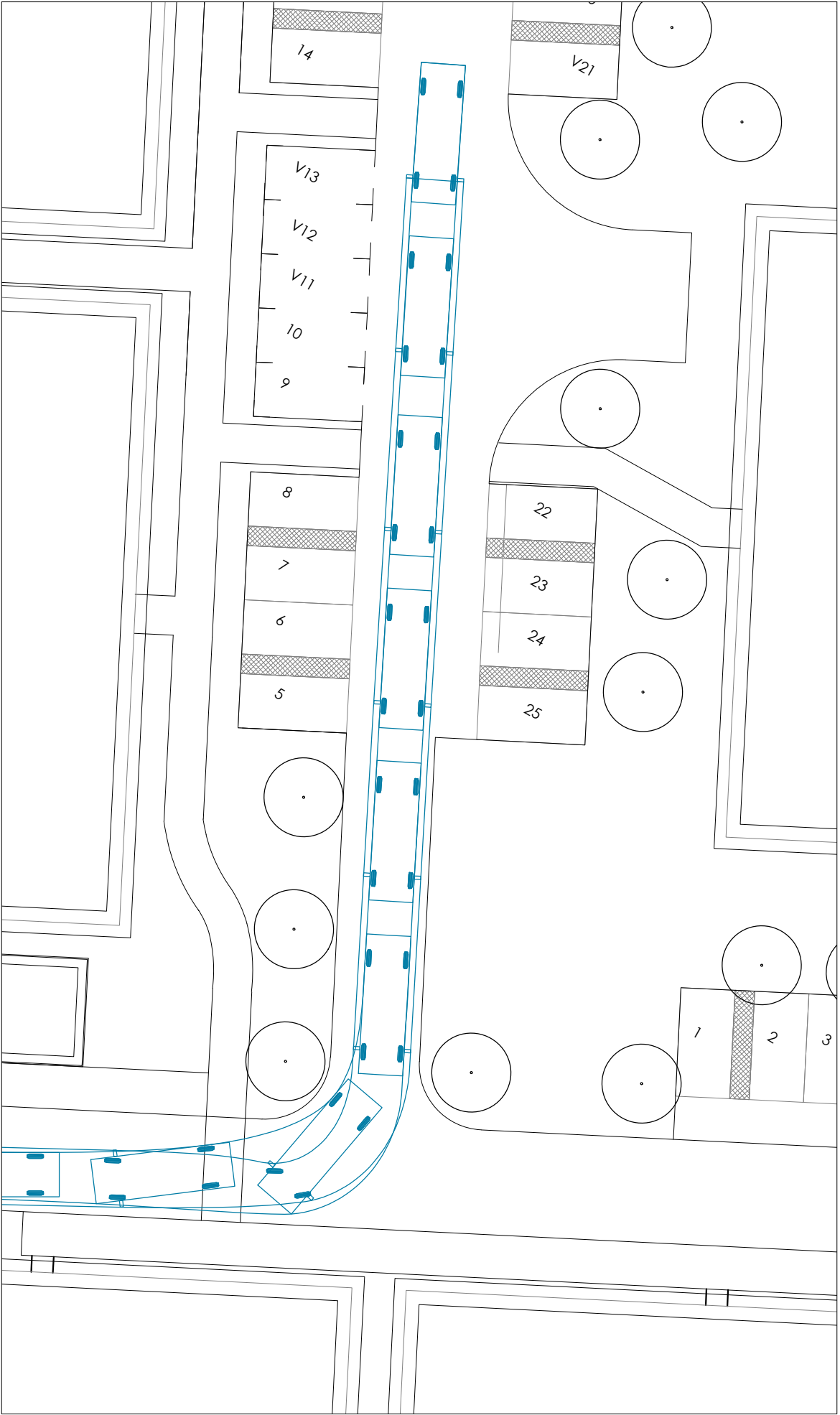
Title :
**Swept Path Analysis
Skoda Octavia**

Project Engineer : T. Hart Scale : 1:250 @ A3
Project Director : T. Foxall Date : December 2022
Status : **PRELIMINARY**

Drawing No. 8210894/6211 Rev **D**



TURNING HEAD - ENTRY



TURNING HEAD - EXIT

- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY


Home Delivery Vehicle- forward gear


Home Delivery Vehicle - reverse gear



D	Architects layout updated.	16/06/23 TH	MB
C	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
B	Architects layout updated. Swept paths revised to suit.	16/05/23 TH	MB
A	Architects layout updated. Swept paths revised to suit.	21/12/22 K. Hulse	MB
Rev.	Description	Date	Chkd



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postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Beechcroft Developments Ltd.

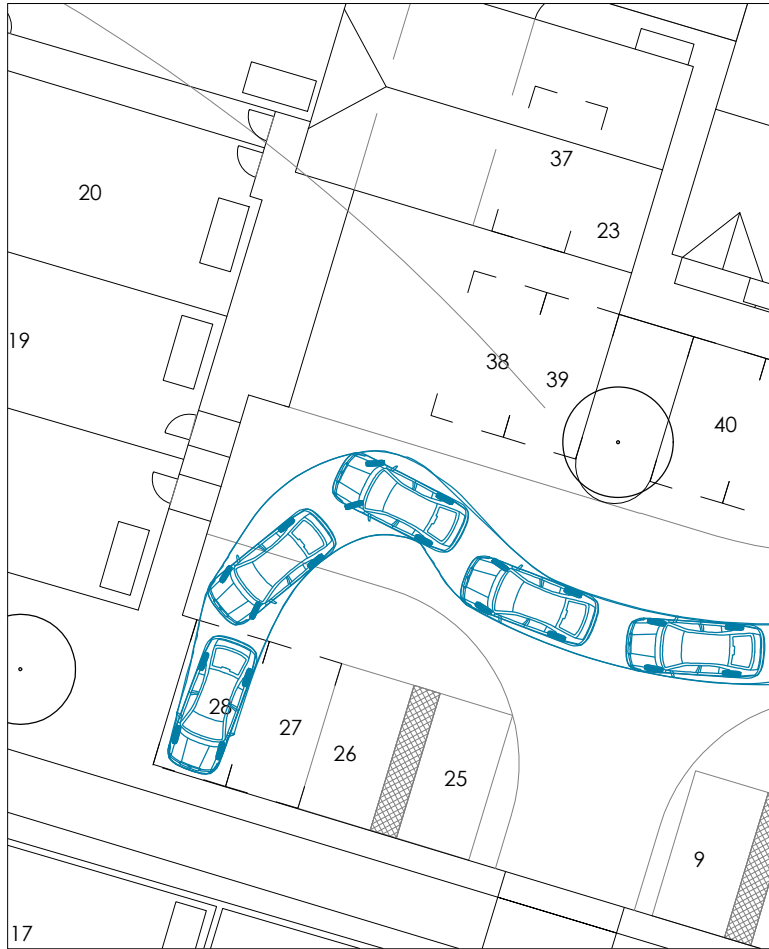
Project :
**Caversham Park
Peppard Road, Reading, RG4 8TZ**

Title :
**Swept Path Analysis
Home Delivery Vehicle**

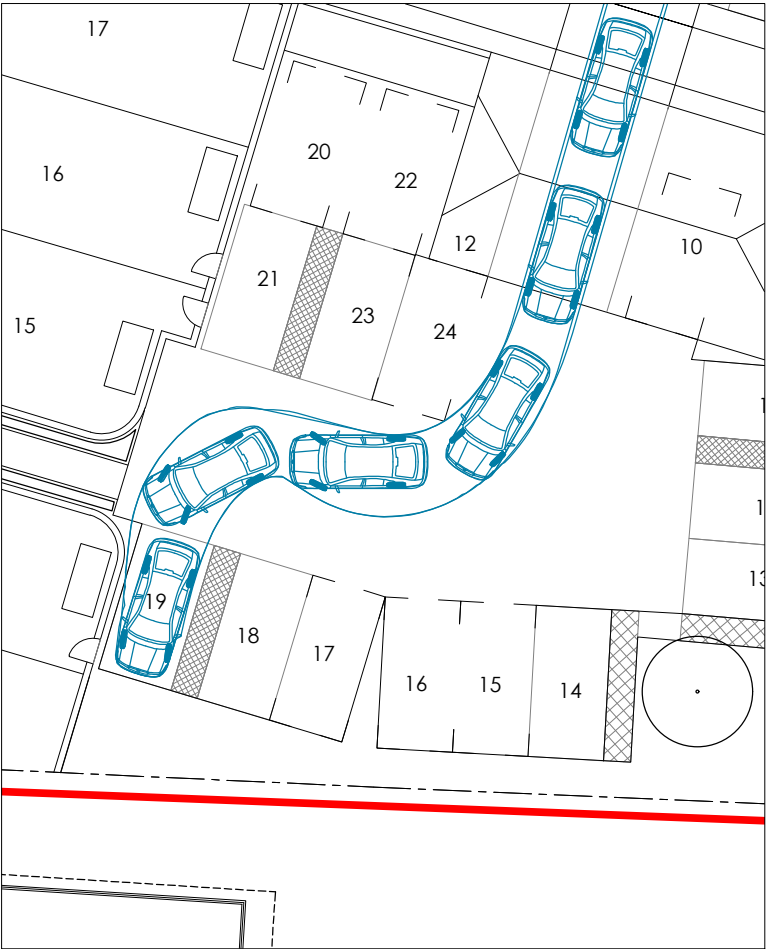
Project Engineer :	T. Hart	Scale :	1:250 @ A3
Project Director :	T. Foxall	Date :	December 2022
Status :	PRELIMINARY		

Drawing No. 8210894/6212

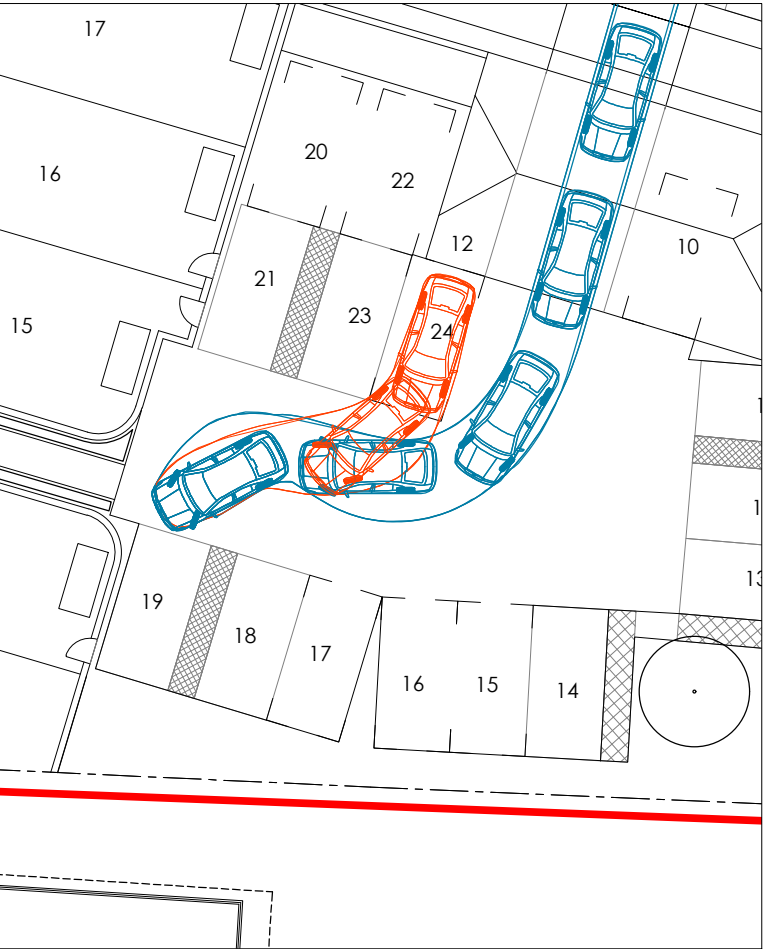
Rev D



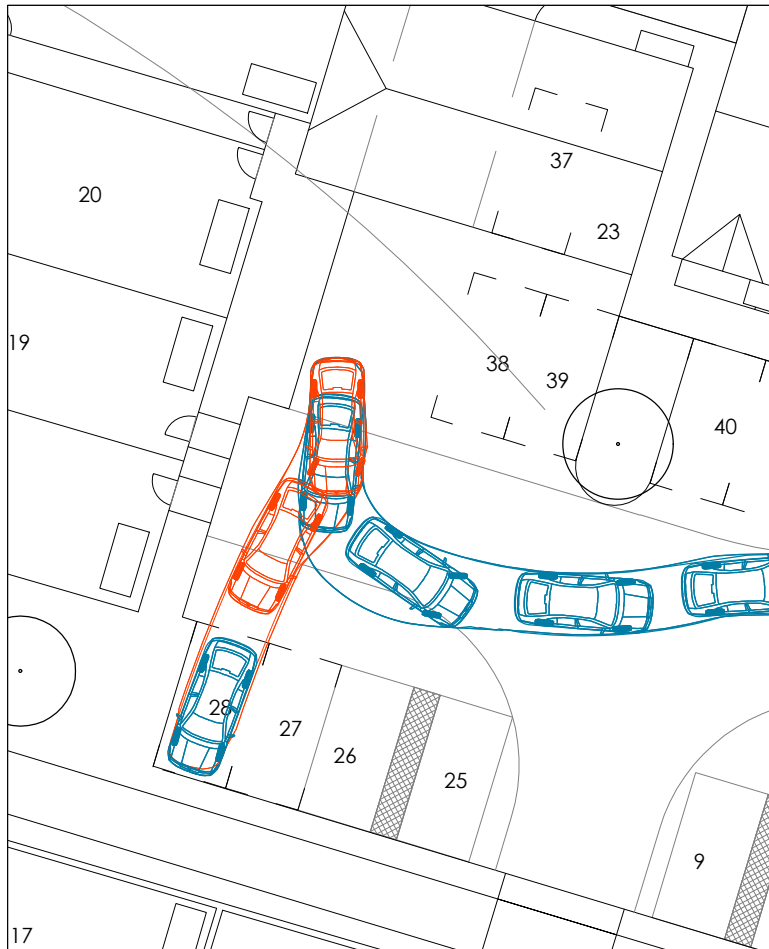
PARKING BAY 28 - ENTRY



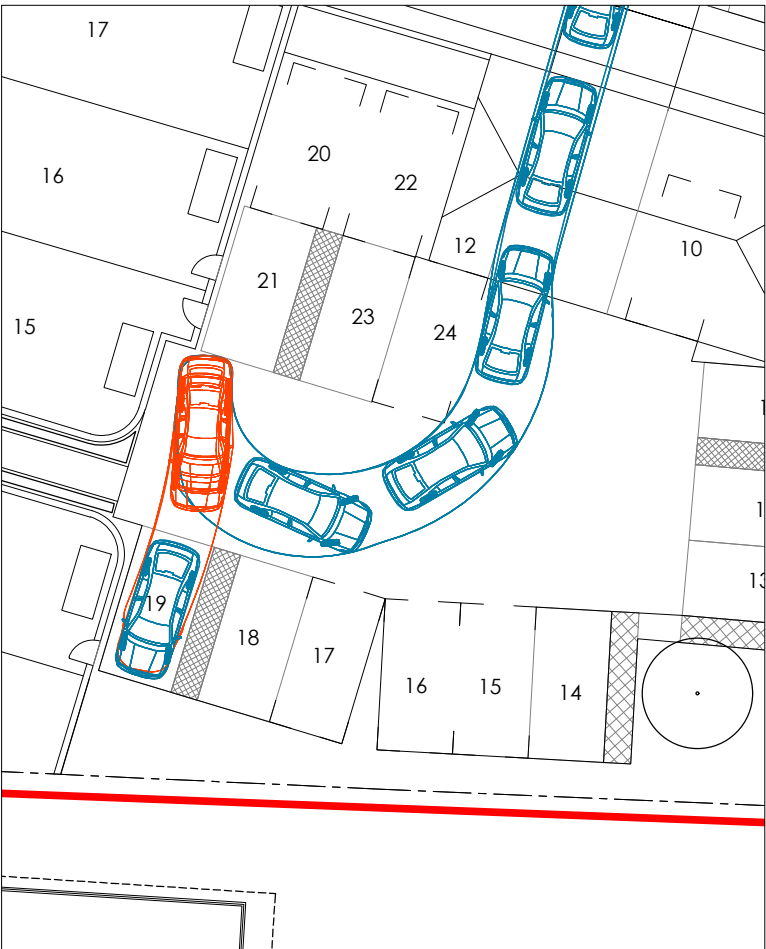
PARKING BAY 19 - ENTRY



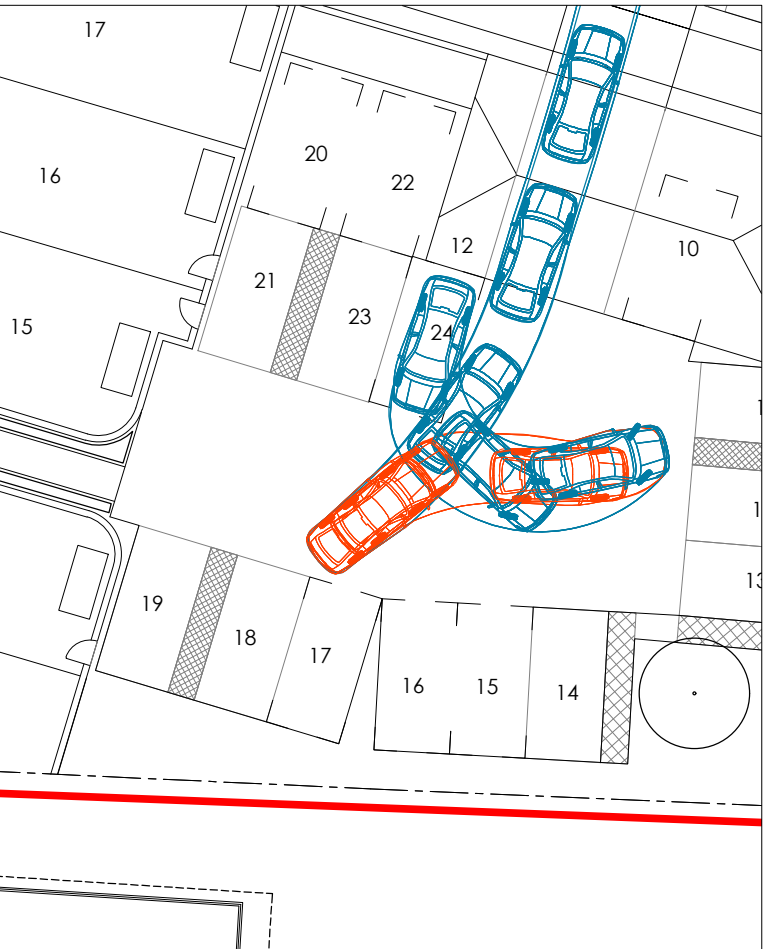
PARKING BAY 24 - ENTRY



PARKING BAY 28 - EXIT



PARKING BAY 19 - EXIT



PARKING BAY 24 - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY

 Skoda Octavia - forward gear

 Skoda Octavia - reverse gear



B	Architects layout updated.	16/06/23 TH	MB
A	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
Rev.	Description	Date	Chkd



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Client :
Beechcroft Developments Ltd.

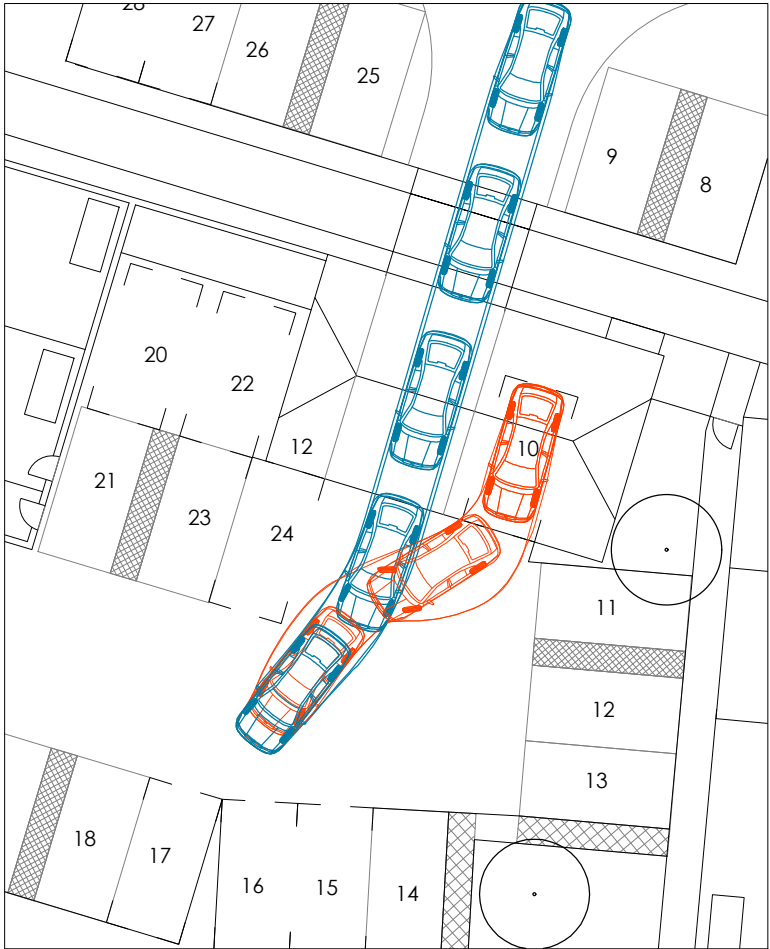
Project :
**Caversham Park
Peppard Road, Reading, RG4 8TZ**

Title :
**Swept Path Analysis
Skoda Octavia
Parking Spaces**

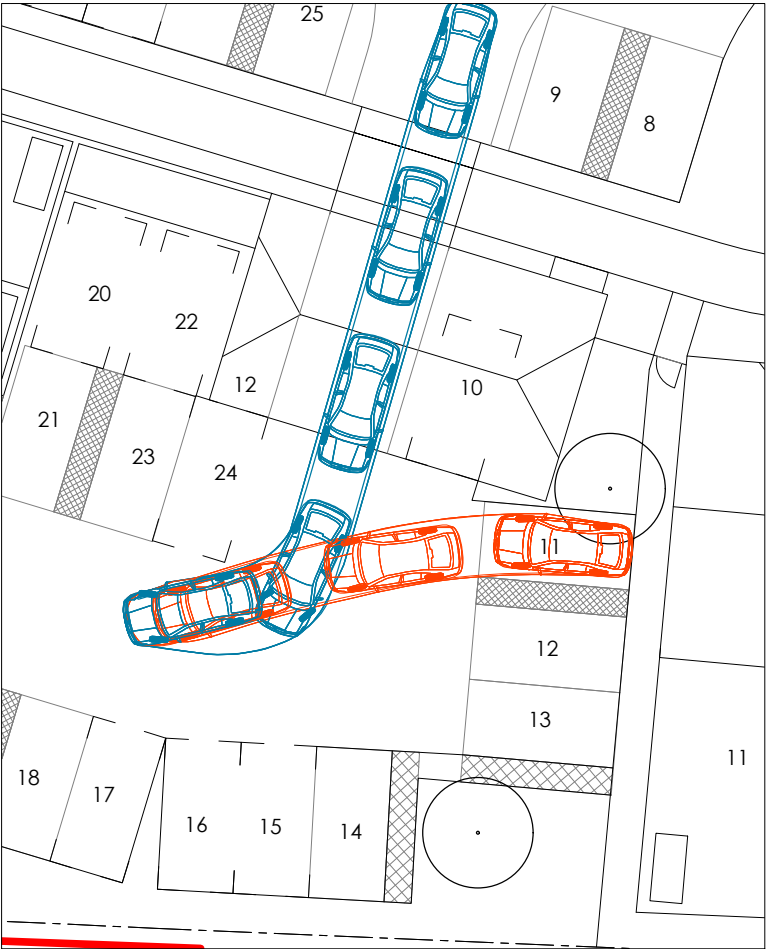
Project Engineer : T. Hart Scale : 1:250 @ A3
Project Director : T. Foxall Date : May 2023
Status : **PRELIMINARY**

Drawing No. 8210894_6213

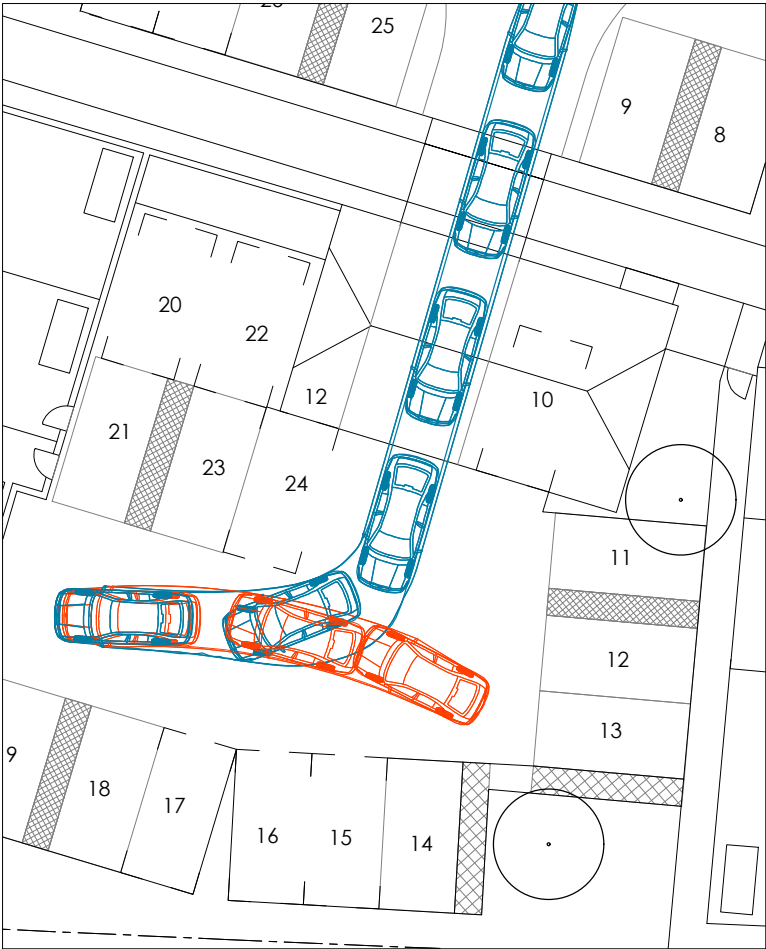
Rev **B**



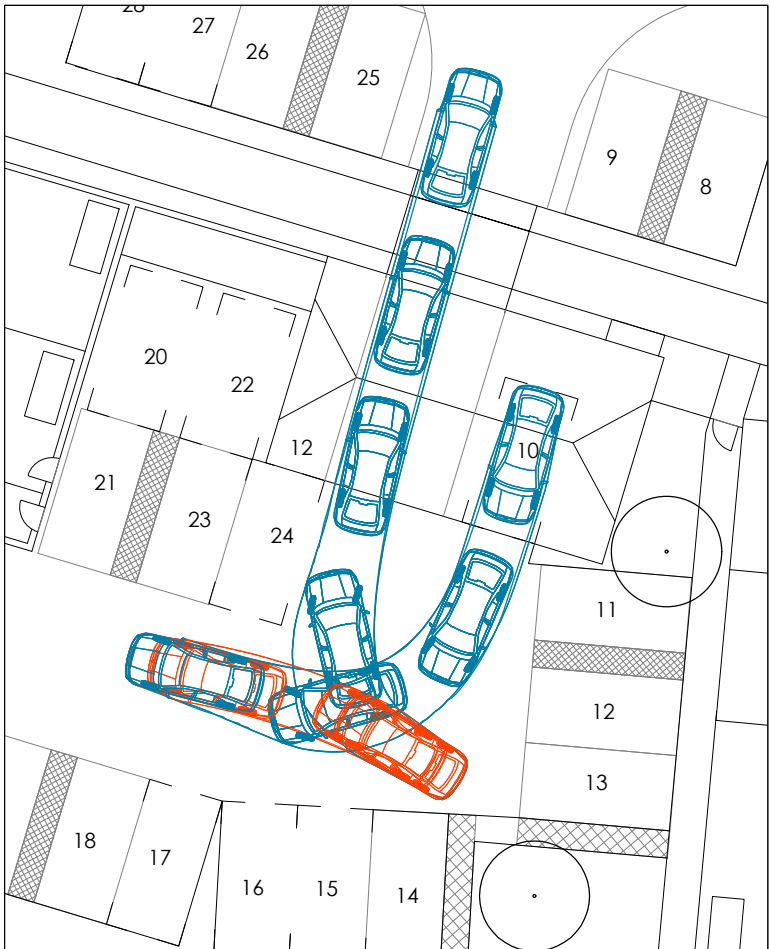
PARKING BAY 10 - ENTRY



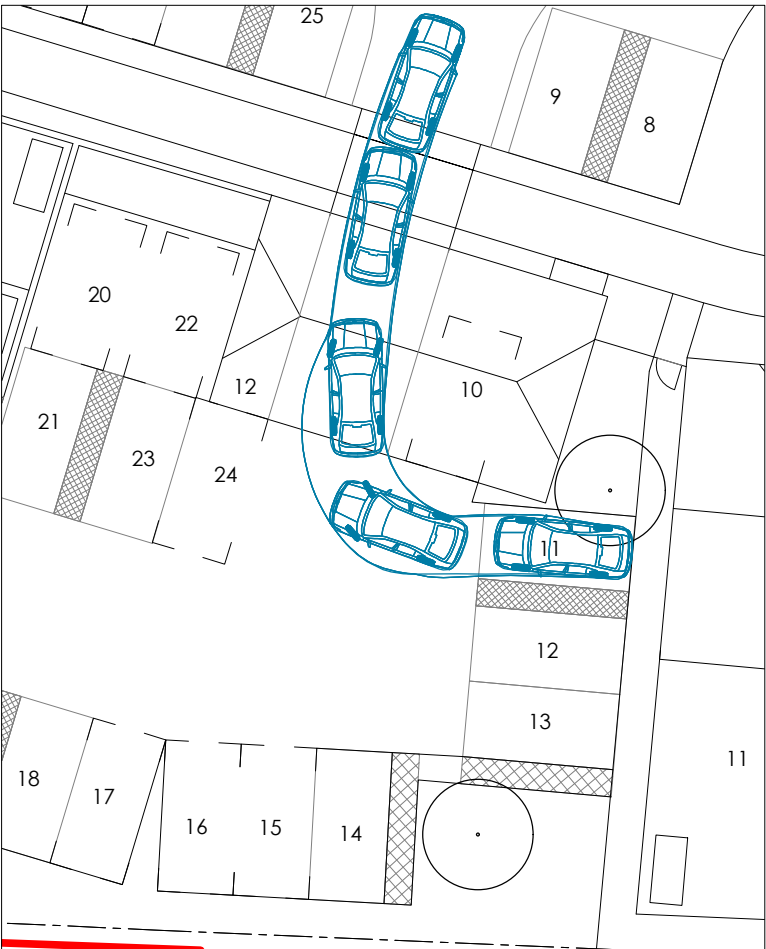
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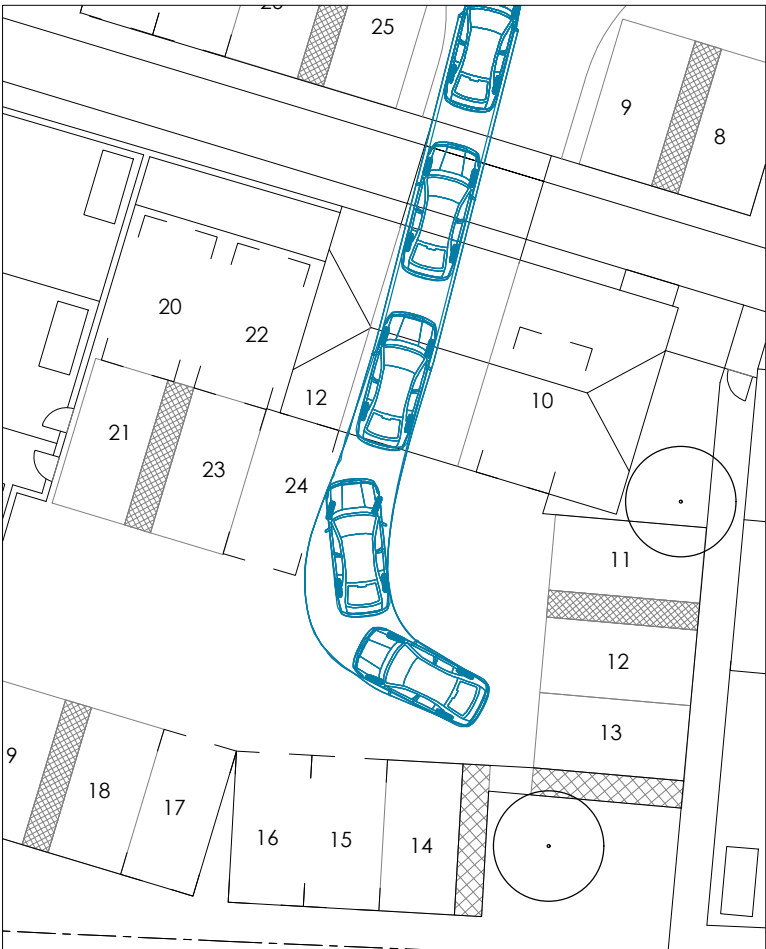
TURN IN PARKING COURTYARD - ENTRY



PARKING BAY 10 - EXIT



PARKING BAY 11 - EXIT



TURN IN PARKING COURTYARD - EXIT

- NOTES
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

- KEY
-  Skoda Octavia - forward gear
-  Skoda Octavia - reverse gear



B	Architects layout updated.	16/06/23 TH	MB
A	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
Rev.	Description	Date	Chkd



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Client :
Beechcroft Developments Ltd.

Project :
Caversham Park
Peppard Road, Reading, RG4 8TZ

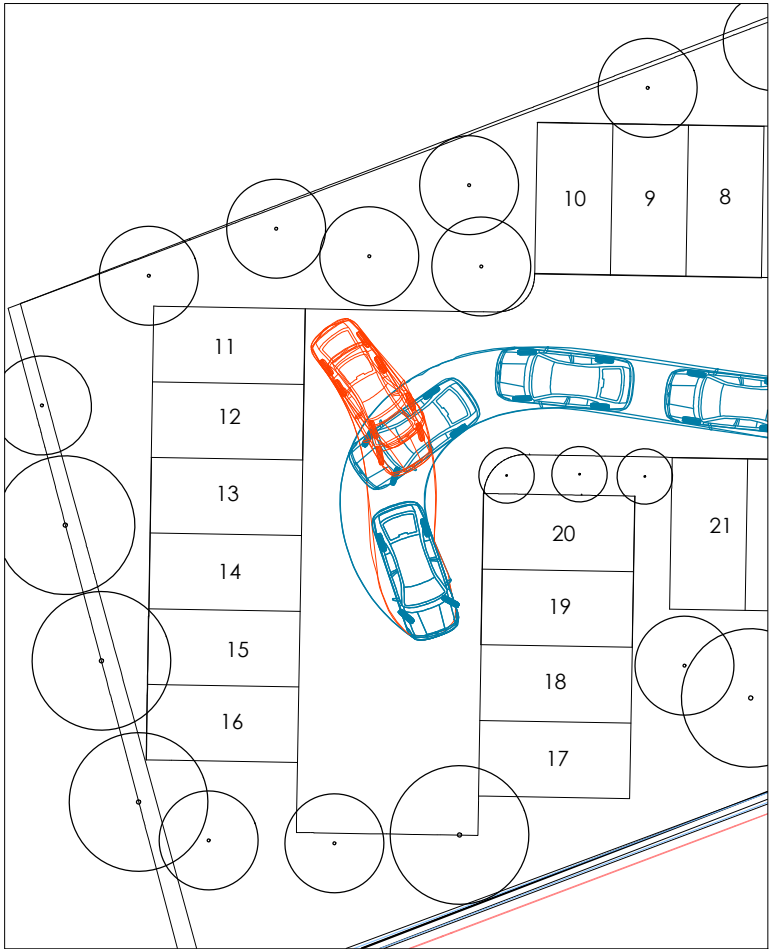
Title :
Swept Path Analysis
Skoda Octavia
Parking Spaces

Project Engineer : T. Hart Scale : 1:250 @ A3
Project Director : T. Foxall Date : May 2023

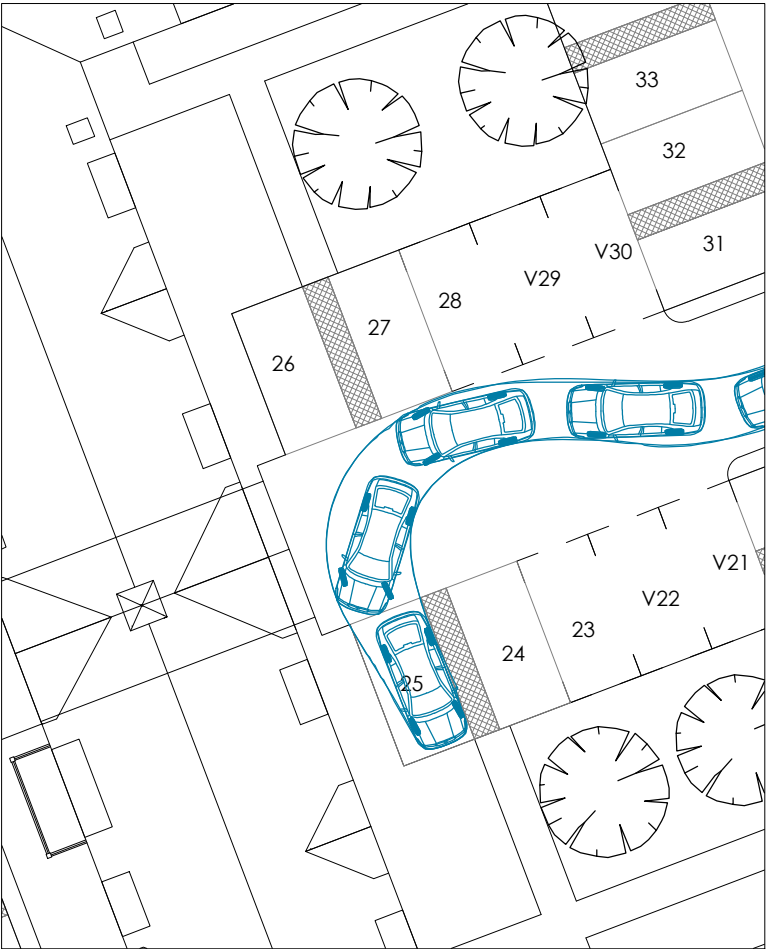
Status : PRELIMINARY

Drawing No. 8210894_6214

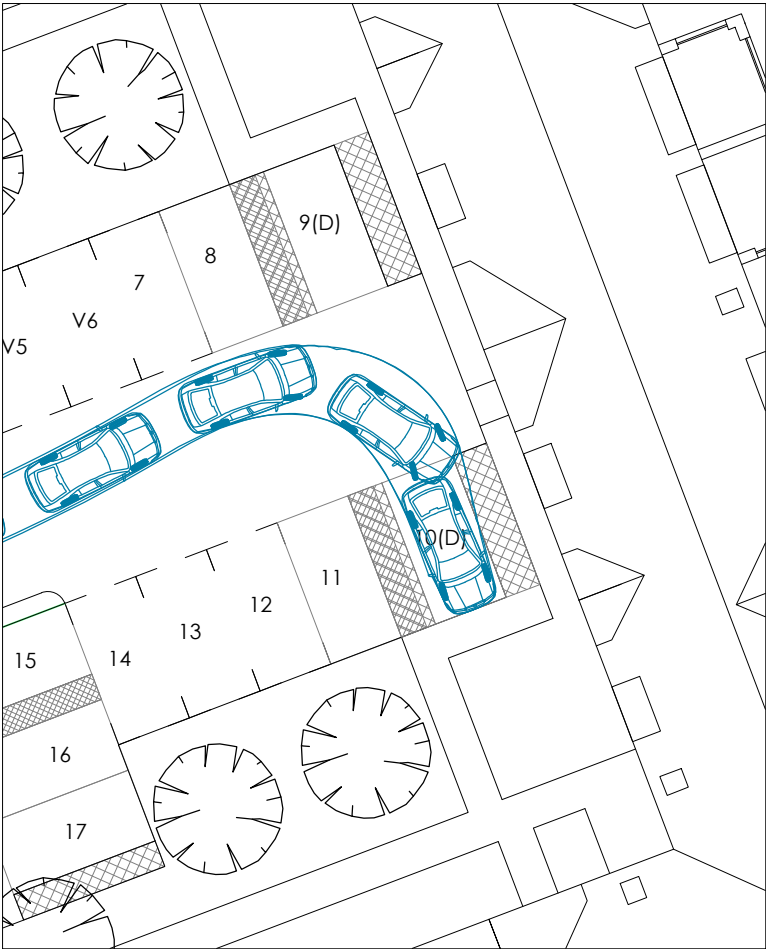
Rev B



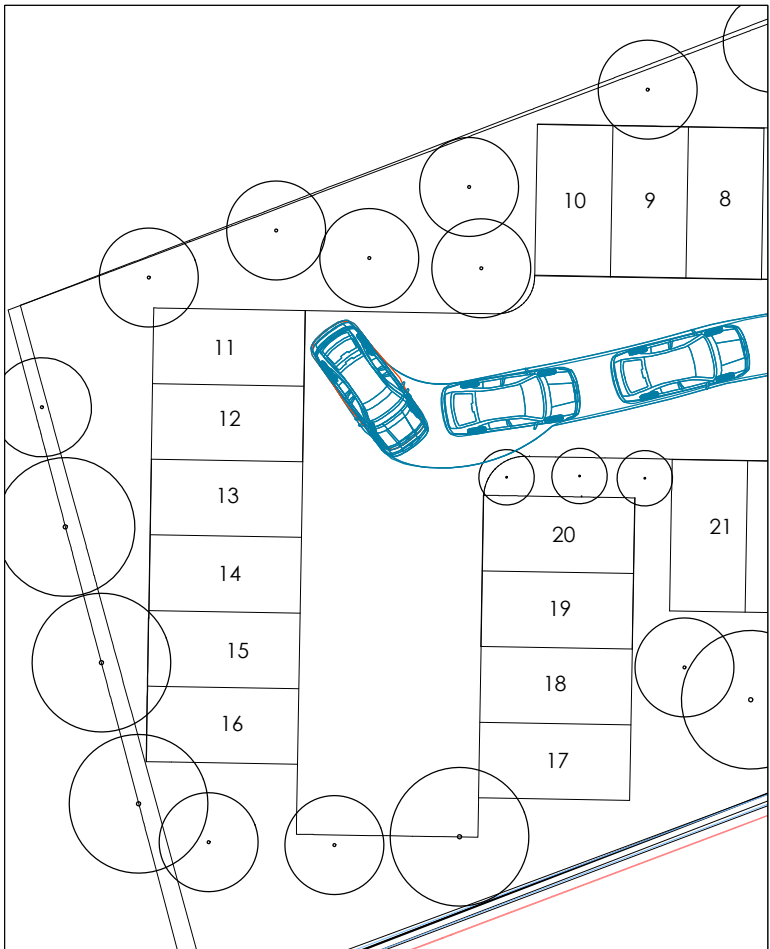
TURN IN PARKING COURTYARD - ENTRY



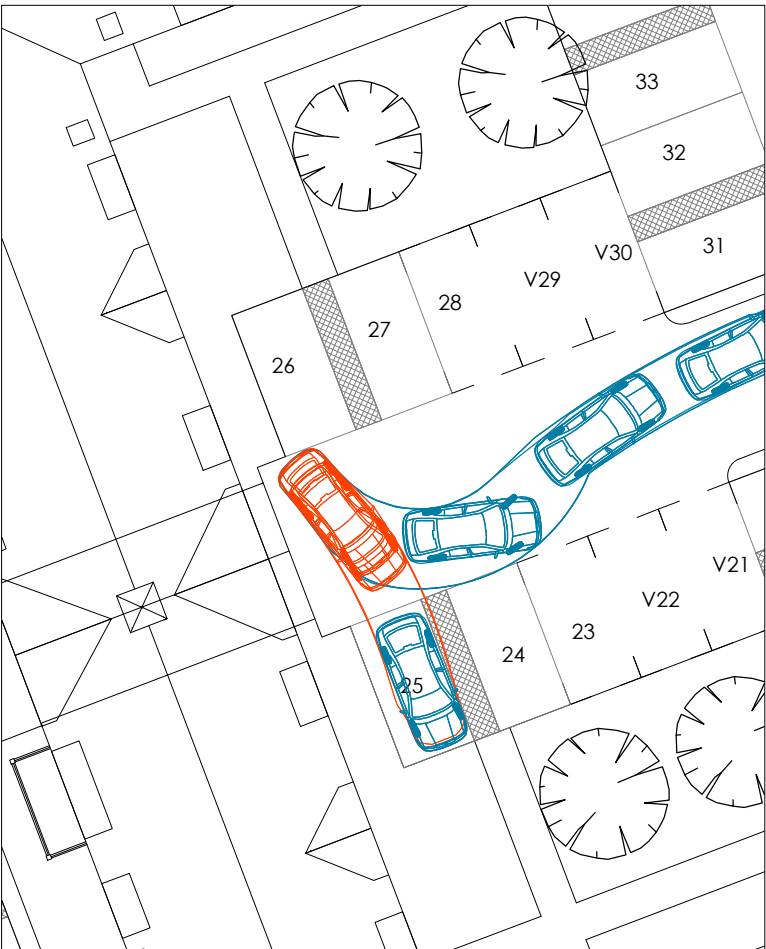
PARKING BAY 25 - ENTRY



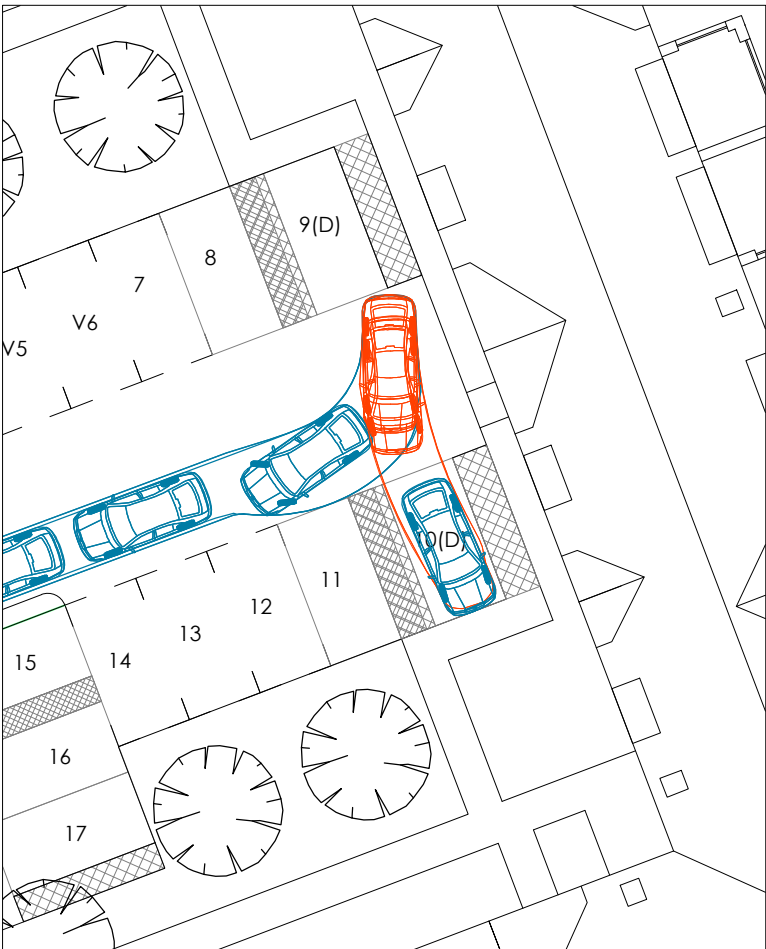
PARKING BAY 10(D) - ENTRY



TURN IN PARKING COURTYARD - EXIT



PARKING BAY 25 - EXIT



PARKING BAY 10(D) - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY

 Skoda Octavia - forward gear

 Skoda Octavia - reverse gear



B	Architects layout updated.	16/06/23 TH	MB
A	Architects layout updated. Swept paths revised to suit.	05/06/23 TH	MB
Rev.	Description	Date	Chkd



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Client :

Beechcroft Developments Ltd.

Project :

Caversham Park
Peppard Road, Reading, RG4 8TZ

Title :

Swept Path Analysis
Skoda Octavia
Parking Spaces

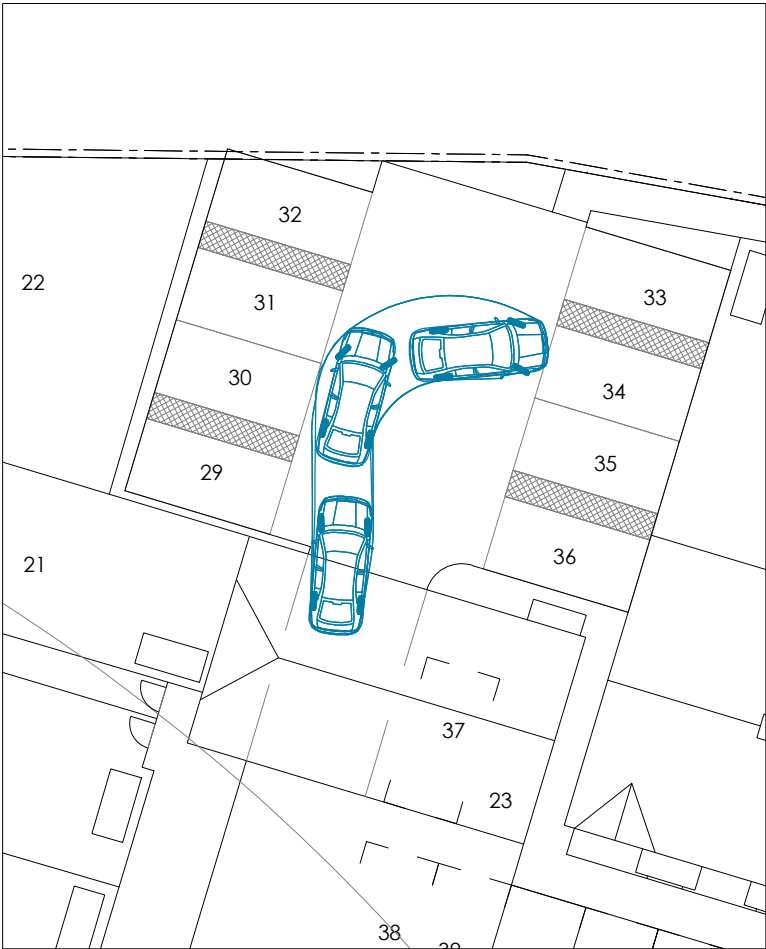
Project Engineer : T. Hart Scale : 1:250 @ A3

Project Director : T. Foxall Date : May 2023

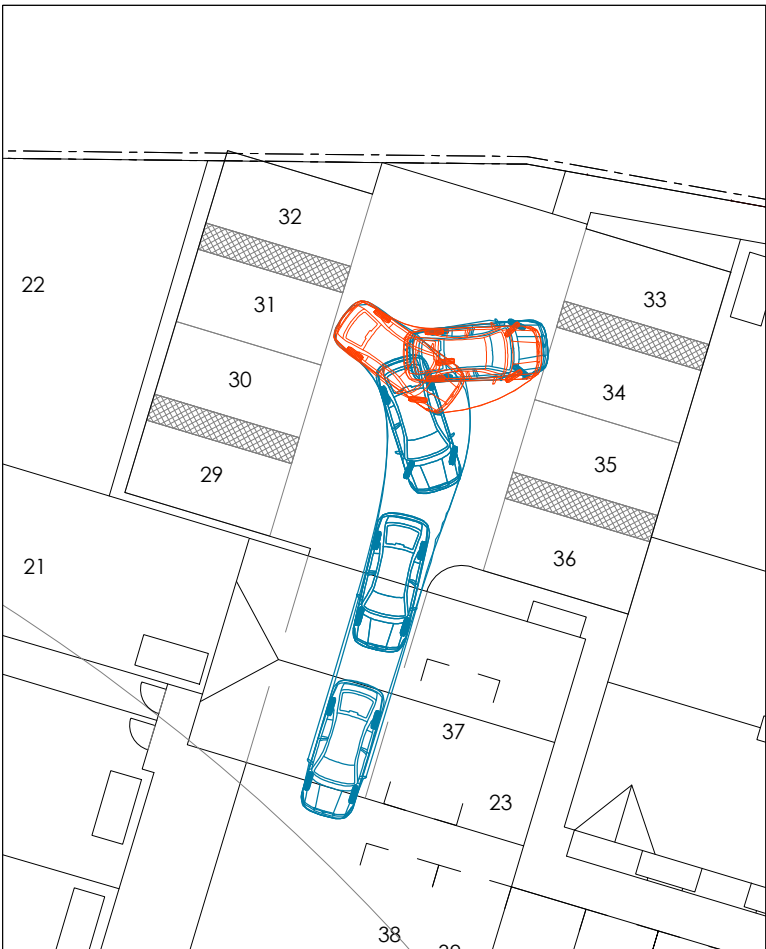
Status : PRELIMINARY

Drawing No. 8210894_6215

Rev B



TURN IN PARKING COURTYARD - ENTRY



TURN IN PARKING COURTYARD - EXIT

NOTES

- 1. This drawing is to be read in conjunction with all relevant documents and specifications.
 - 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY



Skoda Octavia - forward gear



Skoda Octavia - reverse gear



A	Architects layout updated.	16/06/23 TH	MB
Rev.	Description	Date	Chkd



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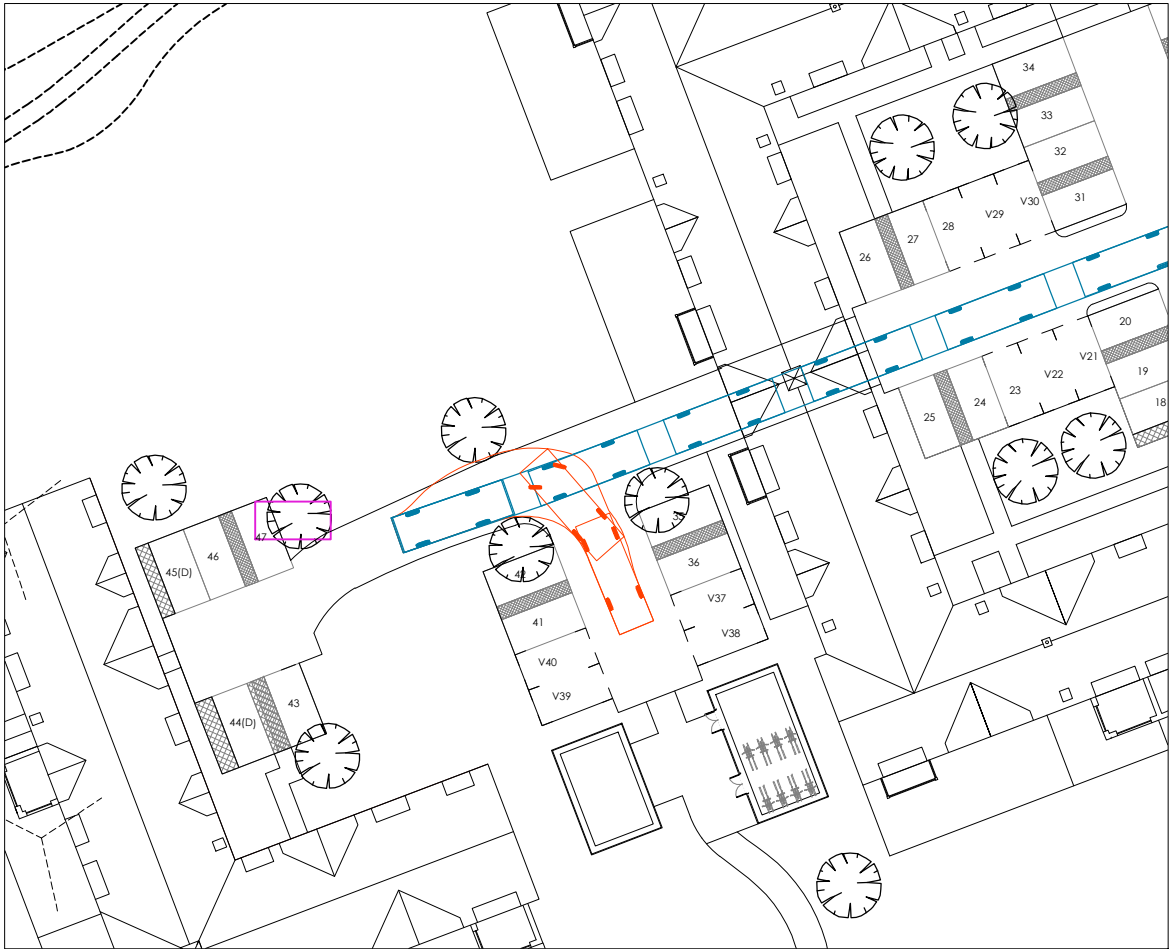
Project Engineer : T. Hart Scale : 1:250 @ A3

Project Director : T. Foxall Date : May 2023

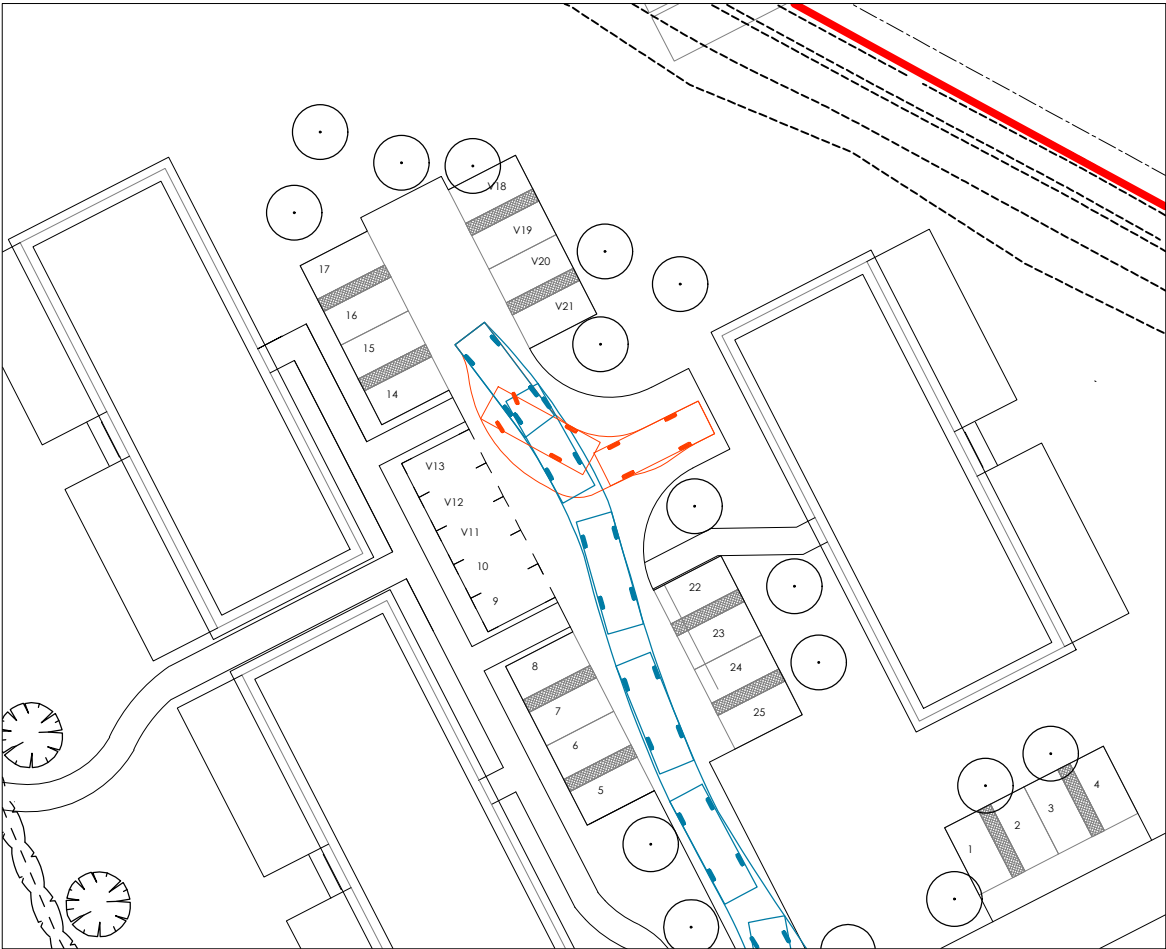
Status : PRELIMINARY

Drawing No. 8210894_6216

Rev A



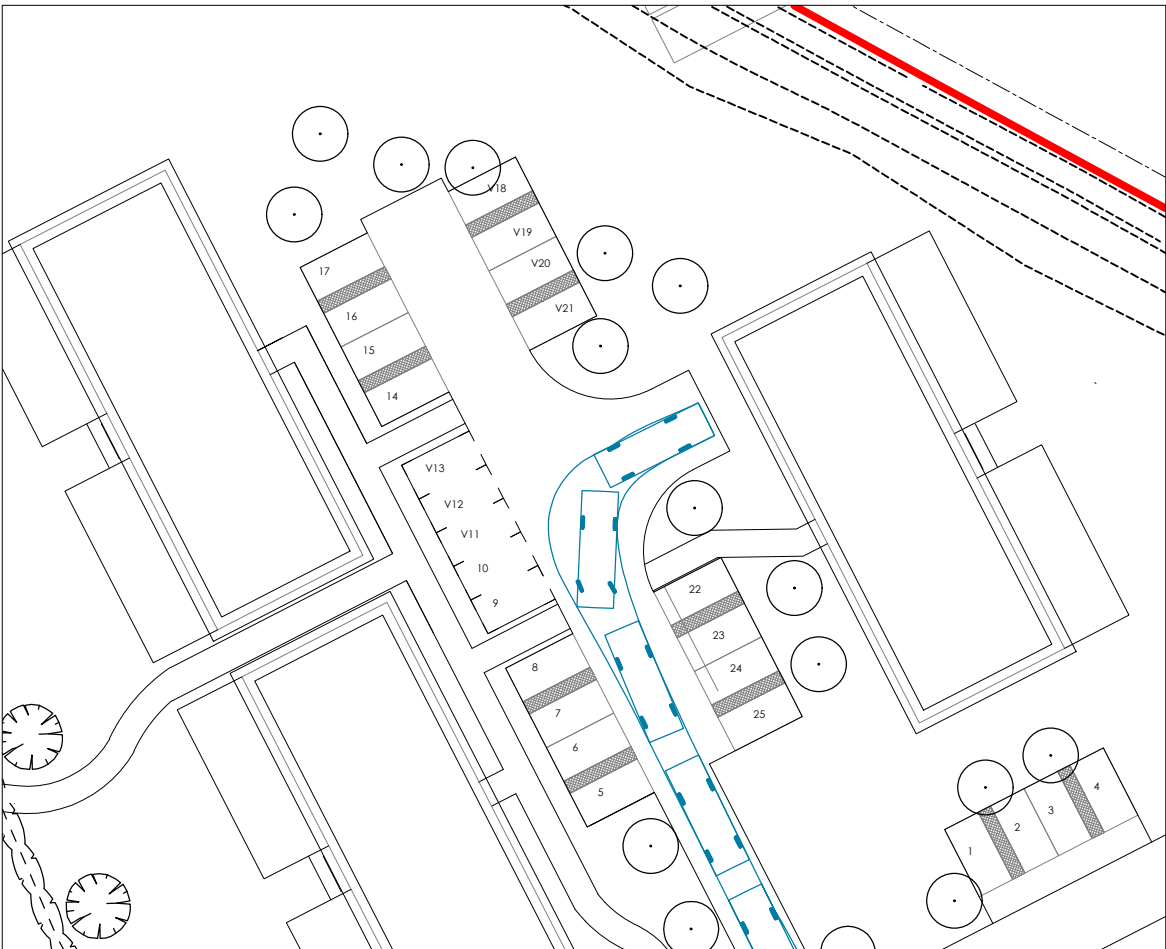
ENTRY



ENTRY



EXIT



EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY



Fire tender - forward gear



Fire tender - reverse gear



A	Architects layout updated.	16/06/23 TH	MB
Rev.	Description	Date	Chkd



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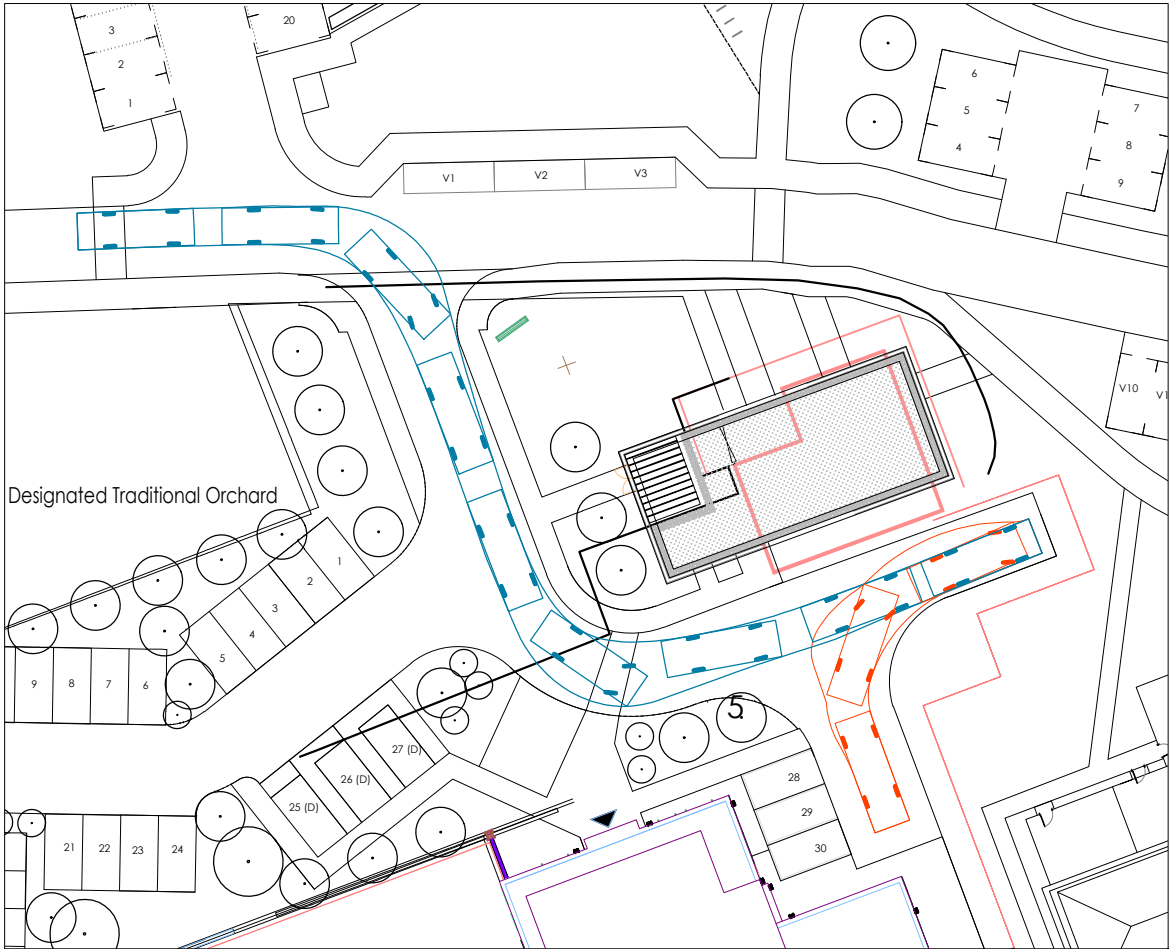
Client :
Beechcroft Developments Ltd.

Project :
Caversham Park
Peppard Road, Reading, RG4 8TZ

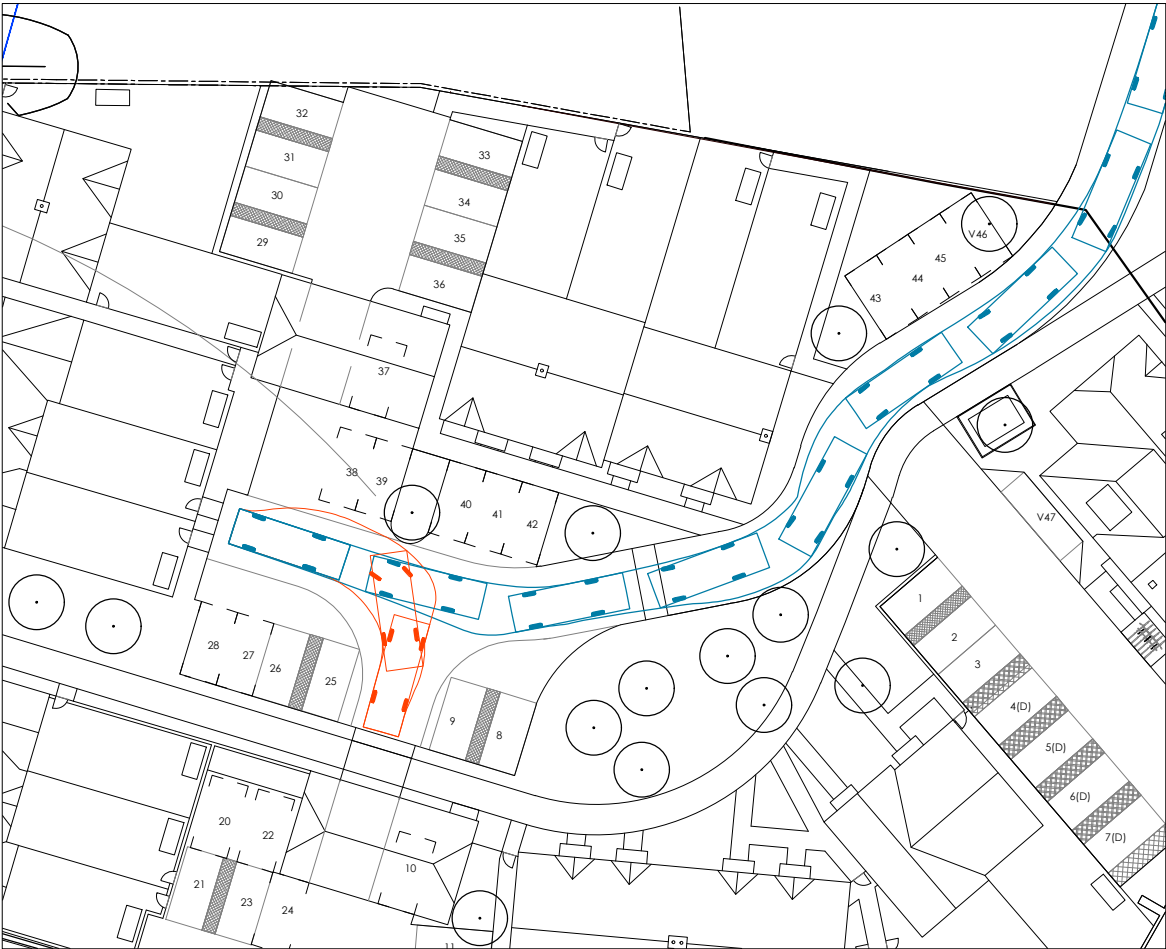
Title :
Swept Path Analysis
Fire Tender

Project Engineer :	T. Hart	Scale :	1:250 @ A3
Project Director :	T. Foxall	Date :	May 2023
Status :	PRELIMINARY		

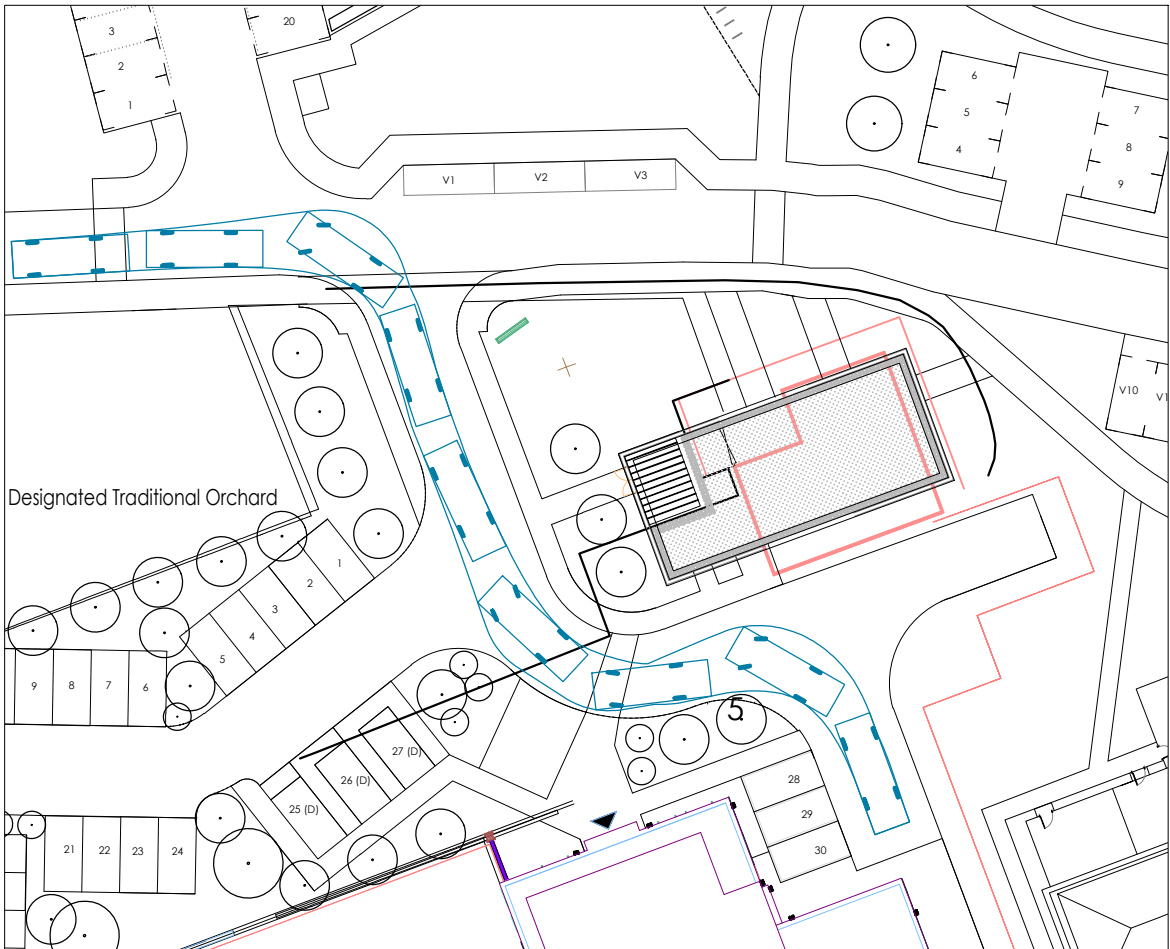
Drawing No.	8210894_6217	Rev	A
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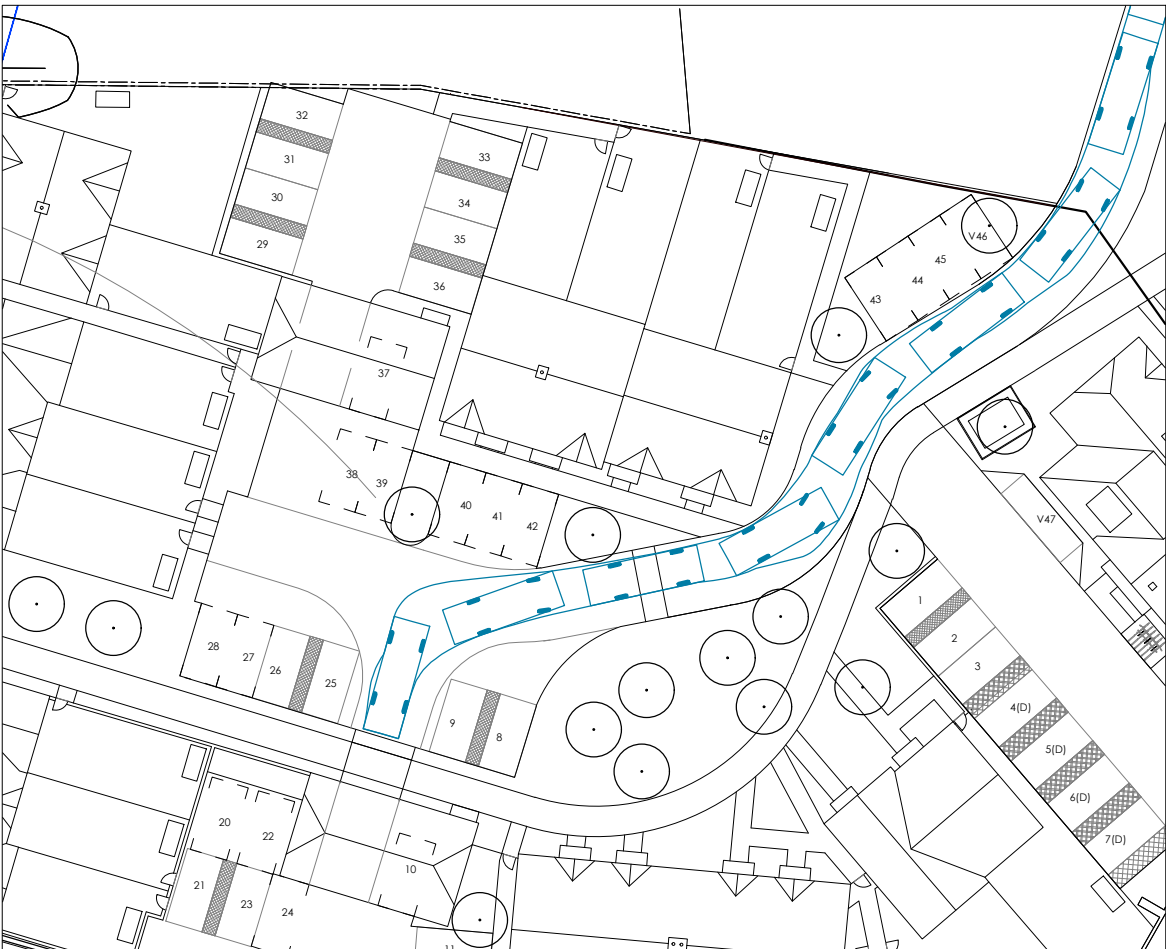
ENTRY



ENTRY



EXIT



EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: BHP's drawing number 3251.P.101 Rev X
Midland Survey drawing number 26008
Vehicle specification from Reading Borough Councils Waste Management Guidelines for Property Developers, Architects, Planners and Contractors

KEY



Fire tender - forward gear



Fire tender - reverse gear



A	Architects layout updated.	16/06/23 TH	MB
Rev.	Description	Date	Chkd



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Title :
Swept Path Analysis
Fire Tender

Project Engineer : T. Hart Scale : 1:250 @ A3
Project Director : T. Foxall Date : May 2023

Status : PRELIMINARY

Drawing No. 8210894_6218 Rev A

Appendix C

Parking Calculations

Affordable Units

Land Use	Per	Maximum Number of Parking Spaces	Units	Flats requiring visitors spaces	Spaces
C3 Dwelling Flat	1-2 bed	1.5	7		10.5
C3 Dwelling Flat	3+ bed	2			0
Visitor Parking	1 space per 4 dwellings (Flats only)	0.25		7	1.75
C3 Dwelling House	1 bed	1			0
C3 Dwelling House	2 bed	1.5	11		16.5
C3 Dwelling House	3 bed	2	9		18
		Total	27		46.75

Age restricted

Land Use	Per	Maximum Number of Parking Spaces	Units	Flats requiring visitors spaces	Spaces
C3 Dwelling Flat	1-2 bed	1.5	49		73.5
C3 Dwelling Flat	3+ bed	2			0
Visitor Parking	1 space per 4 dwellings (Flats only)	0.25		49	12.25
C3 Dwelling House	1 bed	1			0
C3 Dwelling House	2 bed	1.5	12		18
C3 Dwelling House	3 bed	2			0
		Total	61		103.8

Assisted Living

Land Use	Per	Maximum Number of Parking Spaces	Units	Flats requiring visitors spaces	Spaces
C3 Dwelling Flat	1-2 bed	1.5	65		97.5
C3 Dwelling Flat	3+ bed	2			0
Visitor Parking	1 space per 4 dwellings (Flats only)	0.25		65	16.25
C3 Dwelling House	1 bed	1			0
C3 Dwelling House	2 bed	1.5			0
C3 Dwelling House	3 bed	2			0
		Total	65		113.8

Care Home

C2 Nursing Home	1 per FTE staff & 1 per 4 residents				
	Per	Maximum Number of Parking Spaces	No.	Spaces	
	resident	0.25	64		16
	staff	1	24		24
		Total			40

Appendix D

Beechcroft Parking Requirements, Supporting Evidence

Site	No. of units	Unit breakdown	Parking Spaces Provided	Retirement space per unit
Eridge Road, Tunbridge Wells, Kent	40	Retirement 38 two-bed apartments 2 one-bed apartments	44	1.1
	4	2 Private houses	4	n/a
Shirburn Rd, Watlington	34	Retirement 17 one-bed apartments 17 two-bed apartments	44	1.3
Abbey Mill, Bishops Waltham	66	Care home	27	n/a
	38	Assisted living units 35 two-bed 3 three-bed	51	1.3
	19	Private houses 16 two-bed 3 three-bed	37	n/a
	12	Affordable 4 one-bed 8 two-bed	17	n/a
Fonthill, Reigate Road	36	Retirement Apartments	47	1.3
St Michael's Convent, Ham Common	26	Retireemnt 23 two-bed 1 four-bed 2 three-bed	35	1.3
Pine Lodge, Windsor	50	Retirement 7 three-bed houses 43 two-bed apartments	66	1.3
Binfield House, Bracknell	18	Retirement Apartments	22	1.2

Appendix E

Care Home Parking Requirements, Supporting Evidence

[REDACTED]

Subject:

FW: 2022-03-04 CLA - Caversham Park – Parking numbers

Hi All,

Staffing and parking requirements remain unchanged from the information below with a forecast maximum number of staff cars on site at around 18 on a day to day basis.

Kindest Regards,

Steve Rickard

[REDACTED]

Porthaven Care Homes Group

Royal Albert House, Sheet Street, Windsor, Berkshire, SL4 1BE

Tel: 01753 314314

www.porthaven.co.uk

From: Steve Rickard

Sent: 09 March 2022 14:55

[REDACTED]

Subject: RE: 2022-03-04 CLA - Caversham Park – Parking numbers

Hi Mike,

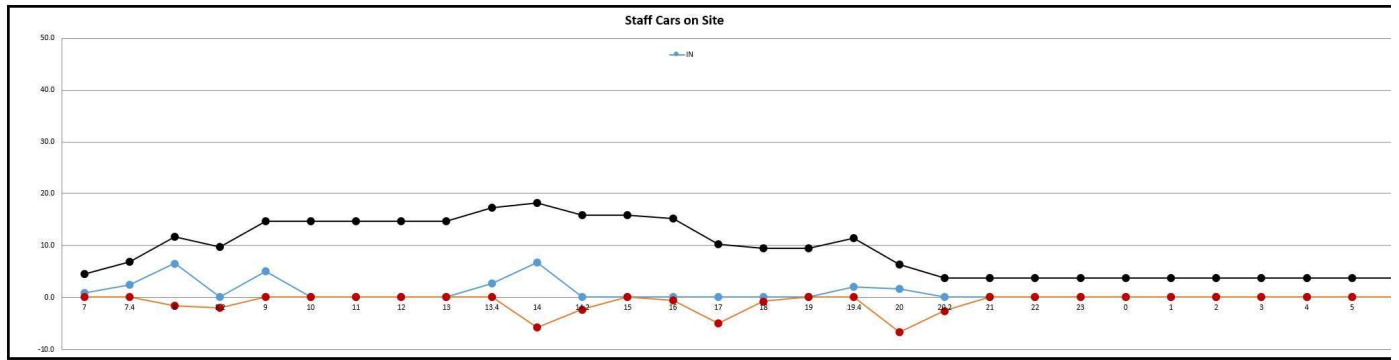
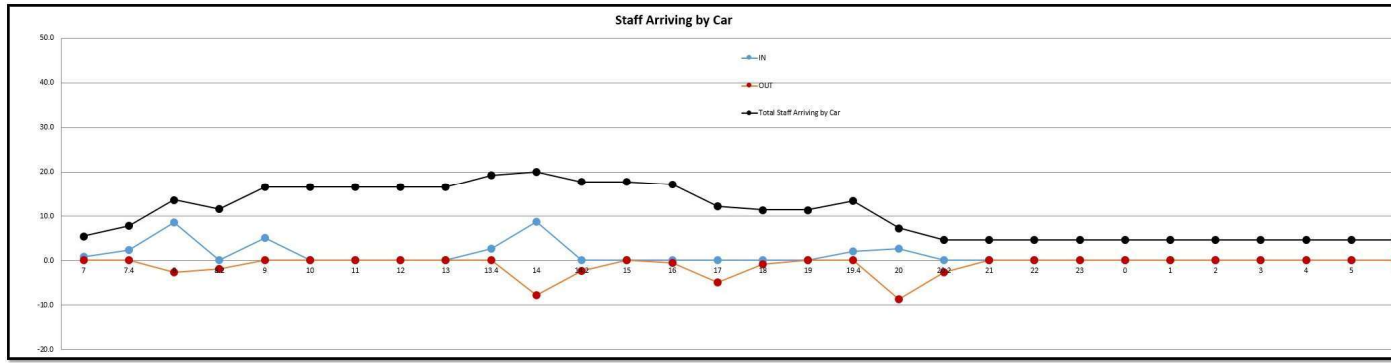
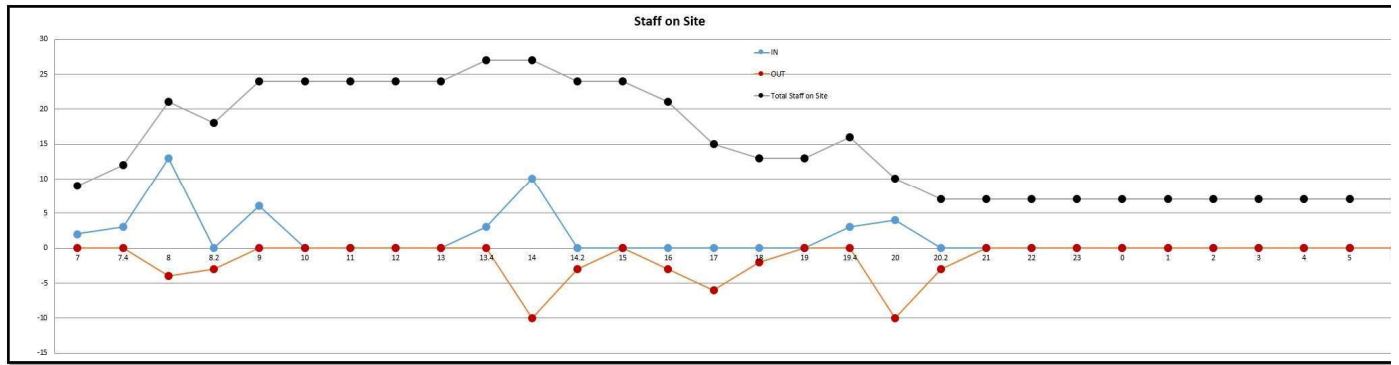
[REDACTED]

For reference though, for a 64 bed home like this, I'd expect a total of around 2,280 staff hours per week which equates to 57 FTE staff (assuming a standard working week of 5 days and 8 hours per day).

In terms of parking requirements, as operators of the home we are well incentivised to ensure we have enough spaces as if either staff or visitors have issues parking it will impact the operation of the home – a risk we obviously cannot entertain.

Looking in a bit of detail at expected staffing levels, we'd expect to have 24 staff on site from 9am to 4pm with a small 'blip' to around 27 staff around the 2pm shift change depending on handovers. Based on analysis of existing staff travel arrangements, we'd expect the number of staff arriving by car to peak at 20 during the 2pm shift change. There are usually at least a couple of those having shared a car, putting the maximum number of staff cars on site at around 18. We'd be happy committing to a Travel Plan if necessary.

Charts below for info and happy to discuss if you have any queries.



Kindest Regards,

Steve Rickard

Development Director





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