

Project Title: Central Scout HQ, Reading

Project No/ Document Reference: A445-R004

Date: 27 June 2023

Author: T. Moloney / N. Billingham

Response to Post Application Highways Comments

1. Introduction

- 1.1. This Technical Note has been prepared in response to highway comments provided by Reading Borough Council with respects a proposed replacement structure for the existing Reading Scout Headquarters located at No. 163 Northcourt Avenue, Reading. The document also seeks to clarify any additional items raised in comments lodged by local consultee neighbours.

2. Proposed Development Use

- 2.1. It is proposed that a slight change to the description of development is required in order for the existing uses to be accommodated on site adequately, with the principal use being F2 (b) as a hall or meeting place for the principal use for the local community which can include F2(c) (areas or places for outdoor sport or recreation), E(d) (Indoor sport, recreation or fitness) and E(f) (Creche, day nursery or day centre). The proposed description of development is detailed below:

“Demolition of the existing structure on site, and the erection of a two storey 500 sq.m (Use Class F2 (b)/(c) and E (d)/(f)) building with associated parking and landscaping.”

- 2.2. Further details have been obtained regarding the operational areas of the two existing halls in the building. Together both the existing small and large halls have an operational floor area of 102.6sqm. Whilst the halls themselves are physically larger some of the existing space has been subsequently repurposed for storage, which the development proposals are seeking to improve.
- 2.3. The development proposals again see the provision of both a small and large hall. However, with the introduction of dedicated areas of storage, the useable floor area for the two halls combined will total 177sqm. This equates to an increase of 74.4sqm.
- 2.4. As requested by RBC a full breakdown of the existing development use and opening times has also been provided by Turleys as part of a Planning Statement Addendum (summarised in Table 2.1). As a replacement structure these uses would take place within the new proposed building.



Table 2.1 – Existing and Proposed Development Use

User	Duration of Use
Scouts; (including Explorers)	Tuesday 19:00 - 20:30; Wednesday 19:30 - 21:30; Thursday 17:30 - 18:45; Thursday 19:00 – 21:00.
Guides (Including Achilles)	Friday 18:00 - 21:00; Sunday 13:30 - 16:00
Scout and Guide Uniform and Supply Store	Open during normal Reading BC school term uniform & supplies time (in half terms, closed the Tues and Wed but remain open the Saturdays): Tuesday 19:00 – 20:30; Wednesday 16:00 - 17:00; Saturday 10:00 – 12:00 and 14:30 – 17:00
Sunday School	Sunday 13:30 – 15:30
Little Owls Pre-School Nursery	Normal RBC school days, 9:00 – 13:00 Nursery (inc. 30 mins each end of 3 hrs daily). (8:45 – 15:30 should a 30hr a week provider show an interest – as this would still not clash with other users).

- 2.5. What is noted from Table 2.1 is that no two uses will coincide aside from the store which is ancillary to the Scouting / Guiding activities. (i.e. when it is open during Scout and Guide Meetings it will be for those already attending or their parents to purchase additional clothing / equipment). The facility will not act as a shop, insofar as it will only stock Scouting or Guiding appropriate equipment and therefore will only be of interest to those already involved in such activities.
- 2.6. Furthermore, the office spaces provided on the first floor will be for the ancillary use of activities already taking place at the time. (i.e. for Pre-School staff meetings and welfare during the operating hours or for smaller group work during the Scouts, Guides or Sunday School events). As such these spaces would not generate their own trips and subsequently no additional demand for on site parking.

3. Parking and Access

- 3.1. RBC have raised concerns regarding the level of parking proposed (six spaces) as part of the development, stating that a parking standard of 1 space per 16sqm of hall space is required.
- 3.2. As a result of the RBC comments an additional three parking spaces have been shown (providing a total of nine spaces) as being deliverable on the revised site layout. This is included in **Appendix A**. This is an increase of six spaces from the existing provision.



- 3.3. The parking has been shown as seven spaces which directly front on to Northcourt Avenue, and a further two spaces provided in 'tandem' behind. These tandem spaces will be for the use of staff of the Pre-school or Volunteers at Scouts / Guides / Sunday School. Such people arrive before and leave after other attendees and therefore there would be no operational issue with such vehicles being 'blocked in'.
- 3.4. As requested, access to the site frontage and parking bays has been revised to avoid one length of dropped kerb / cross over (see ALP Drawing A445-007 P3 – **Appendix B**) and has been split into two. It is of note that both Reading Bedding and Premier Store to the south are in more sensitive highway locations (being located on the junction of Northcourt Avenue with Cressingham Road) and have lengths of drop kerb in excess of that being proposed, with no recent safety / accident occurrence at these locations.
- 3.5. Following comment, the cycle parking (which will be covered) has been relocated to the north to maintain a minimum 1.0m offset between the start of the northernmost dropped kerb and the existing highway infrastructure (lamp column / drainage gully) which are shown on the revised drawing in Appendix B.
- 3.6. Swept path analysis of the end parking bay (ALP Drawing A445-008 P1) has also been undertaken to demonstrate a vehicle can access the space without conflicting with the highway infrastructure. **Appendix C.**
- 3.7. As can also be seen one parking space has been marked as a disabled space however RBC parking design standards states '*It is recommended that parking for disabled people should not be more than 50m from the entrance to the building. Disabled car parking spaces should be 2.4m x 4.8m plus 1.2m clearance or a footway to the side and to the rear of the space*'. On this basis the first 3 parking spaces could be used.

4. Parking Standards

- 4.1. The site falls within Zone 3 of the Council's adopted parking standards. In terms of land uses, the site can be split into two activities; those associated with a 'Community Hall' use (Scouts, Guides and Sunday School), and the Pre-School / Nursery. Noting again that the offices and store will only be used by those already in attendance.
- 4.2. The relevant parking standards are therefore as follows:

Table 4.1 – RBC Parking Standards

Land Use	Parking Standard
Places of Worship / Church Hall / Community Hall	1 per 16sqm of Open Hall Space
Day Nurseries	1 per 2 FTE staff. 1 drop off space per 10 pupils



Community Hall Use

- 4.3. The existing facility has an 'open hall' area of 102.6sqm, and provision of 3 parking spaces which equates to a parking ratio of 1 per 34 sqm. In comparison the new facility will have an open hall area of 177 sqm and onsite parking for 9 vehicles, this equates to a ratio of 1 space per 19sqm. Although the development proposals fall 2 spaces short of meeting the exact parking requirement, it does provide significant betterment compared to the existing situation and will therefore help alleviate some of the existing on street parking concerns. It certainly does not represent a severe impact compared to the existing situation. Planning should be based on the increase in GFA which is 74.4sqm, this requires 5 additional spaces, six are being delivered.

Day Nursery

- 4.4. Further details regarding the existing and proposed operation of the Nursery / Pre School are provided in the Planning Addendum. The salient points being that the existing operation has space for 15 pupils and is operated by up to 6 members of staff. With the redevelopment it is hoped that up to 25 pupils could attend and this would require peak staffing of nine members of staff.
- 4.5. Equating the 25 pupils and nine staff members to RBC's parking standard, is a requirement for 8 parking spaces. The revised parking proposals are therefore able to accommodate such demand.

5. Trip Generation

- 5.1. The only use of the site which would take place predominantly during peak traffic periods, is the Day Nursery / Pre School.
- 5.2. This is anticipated to increase by three members of staff and 10 pupils, taking a worse case scenario this could increase by 13 movements during drop off or pick up times. However, staff are likely to arrive and leave at different times to parents dropping off pupils, and not all staff or pupils would drive / be driven to the site. Therefore, the scale of increase from the existing situation is less than 10 movements an hour.
- 5.3. The Scout, Guide and Sunday School meetings are as per those which already take place at the Hall. There is no direct correlation between a modest increase in Hall floor area, and an increase in trip generation; as a number of factors such as availability of volunteers and desire by local young people to attend such organisations has more effect in determining usage. Any increases would be modest and occur outside of peak periods on the local road network, the effect would therefore not constitute a severe impact.

6. Refuse Collection

- 6.1. The first point to note is the operators of the Hall are already in Contract with RBC for refuse collection.

- 6.2. Bins will be stored behind the gates to the south of the building and presented to kerbside on collection days.
- 6.3. The only operations at the site which will coincide with bin collection times are the Pre School / Day Nursery. During periods when bins are being manoeuvred, the tandem parking bay located closest to the building will need to remain unoccupied to provide sufficient space for wheeling the bins. This will be made aware to all staff and reinforced with signage. This will still leave 8 spaces available for the use of the Pre School / Day Nursery for the one day a week of bin collections, referring back to the parking standards, 8 spaces still meets the parking requirement for such operations.

7. Additional Neighbour Comments

- 7.1. There have been three comments received, whilst being overall supportive of the redevelopment, they have asked for clarity on some transport matters. A number of these, relating to trip generation and parking, have already been addressed above. Some more specific items that have been raised are addressed below.

Location of Speed Surveys

- 7.2. The speed surveys were undertaken by an established third party traffic survey company in 'Streetwise'. The location of the speed survey is noted below.



- 7.3. The location of the ATC is entirely appropriate being in the vicinity of the development site at the extent of which visibility would be required to the north from the access. Speeds to the south of the site would be lower due to the proximity to the junction with Cressingham Road.



- 7.4. The survey results have shown vehicle speeds at an 85th percentile level are commensurate to the 30mph speed limit. The 85th percentile speed is the Standard used in highway design at all levels, from local roads up to the trunk and motorway network.
- 7.5. Notwithstanding that it has been shown that safe and suitable access can be delivered, the proposals in no way contradict or impede the implementation by RBC of any highway works they may wish along Northcourt Avenue.

Accident Data

- 7.6. The accident data was obtained from Thames Valley Police for the latest 5 year period available when the application was prepared. This is as per industry accepted standards and what is requested by RBC.
- 7.7. The data shows no accident history in the immediate vicinity of the site during this period, which includes periods of 2017, 2018, 2019 and 2022 outside of any COVID control measures.
- 7.8. This is against the background of the site having an existing use, and the work showing that the development proposals can deliver appropriate and safe access with visibility splays achieved. The proposals therefore in no way represent a 'severe' impact or raise any safety concerns.

Impact on Visibility from Storage Containers adjacent to Reading Bedding

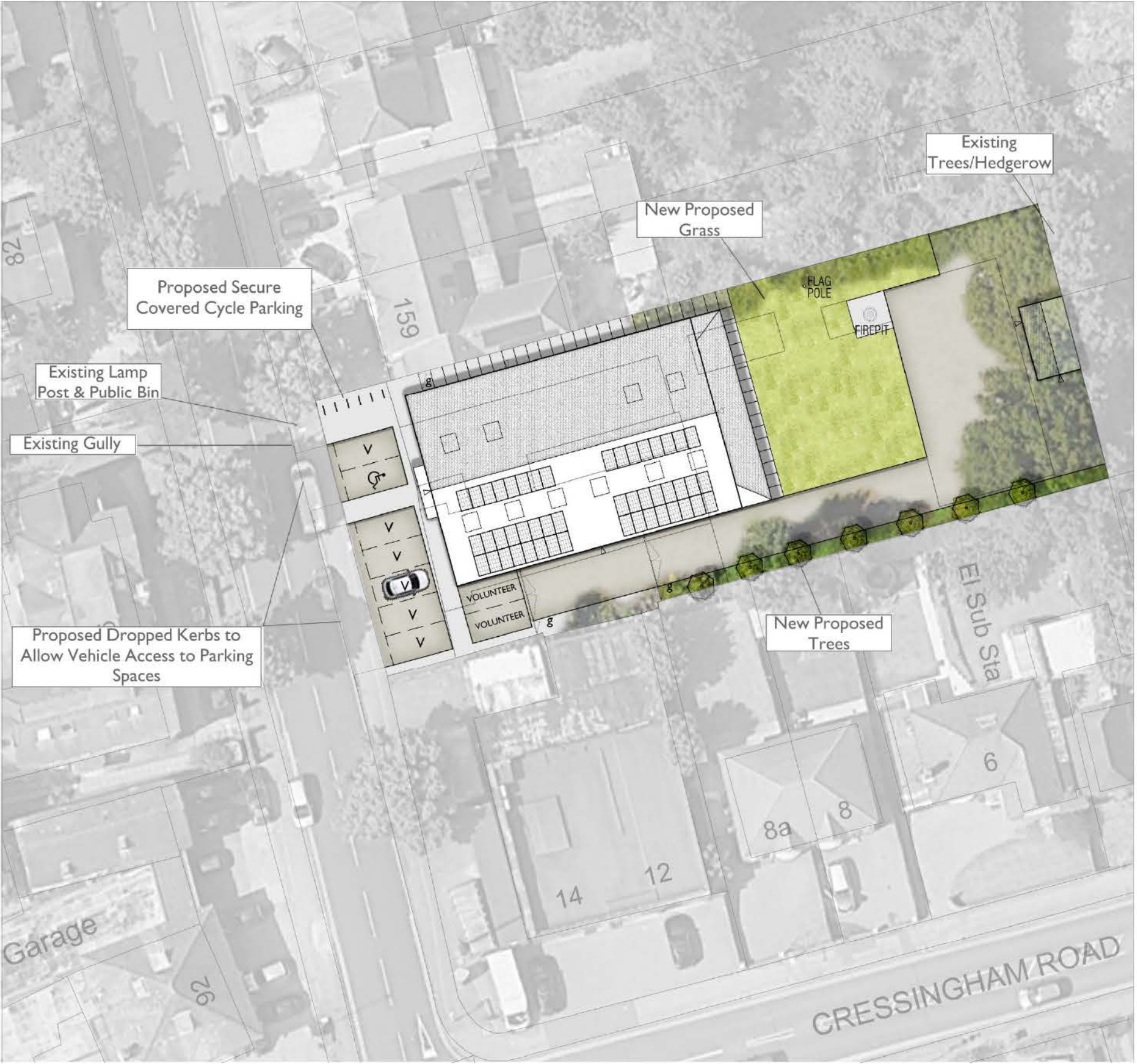
- 7.9. It is of note that from on site observations, that there are existing shipping containers located in public space adjacent to Reading Bedding. A comment received has queried the impact on visibility from the proposed parking spaces.
- 7.10. Drawing A445-007 P3 showing the proposed parking arrangements and has indicated the location of the nearest container to the site. As shown the positioning of the container is suitably set back from the edge of the carriageway to not impede achieving a 2.4m x 43m visibility splay from the closest parking space. This does not therefore create any safety concern.

Construction

- 7.11. One neighbour comment received noted concern regarding impact during the construction phase.
- 7.12. Whilst all construction activity does result in some disruption during its timeframe, this can be managed using best practice methods. Reading Borough Council have requested a Construction Method Statement (CMS) be prepared in advance of work commencing, which will set out suitable methods of working to mitigate as far as possible any impact. This can be Conditioned to the planning decision.



Appendix A – Revised Site Layout Drawing



- KEY
- NEW PROPOSED GRASS
 - EXISTING HEDGEROW
 - NEW PROPOSED TREES
 - TARMAC - ROAD
 - TARMAC - PATH

Drawn by : KJM Checked by : BB

Scale @ A3:

0 5 10 15 20 25m

Scale 1:500

NORTH

Date: JUNE 2023			
Rev	Date	Drawn	Checked
Drg No: CB_01_316_002			Rev:

Project: NORTHCOURT AVENUE, READING, SCOUT & GUIDE HQ

Title: HARD SURFACING & LANDSCAPE PLAN

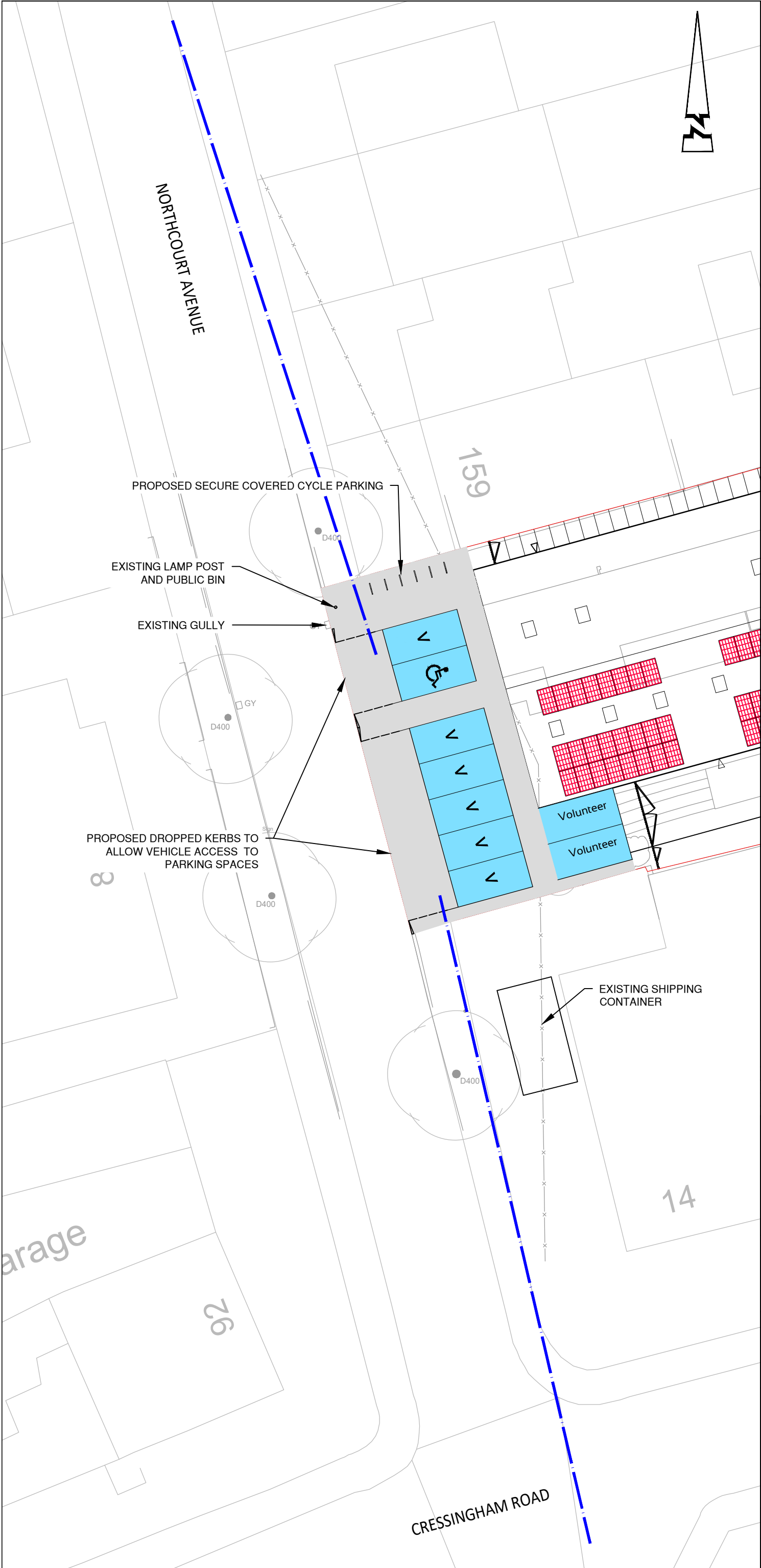
Client: READING CENTRAL DISTRICT SCOUT COUNCIL



Please note these drawings are not for construction but for concept design and planning applications purposes only. Cooper Baillie Limited - Connaught House, 24 Guildford Road, Bagshot, Surrey GU19 5JN - Telephone 01276 450039 - www.cooperbaillie.co.uk This drawing and the works depicted are the copyright of Cooper Baillie Ltd. and may not be reproduced or amended except by written permission. No liability will be accepted for amendments made by other persons.



Appendix B – Revised Parking and Visibility Arrangement Drawing



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KEY	
	PROPOSED PEDESTRIAN SURFACE
	PARKING SPACE
	2.4m X 43m VISIBILITY SPLAY

P3	06.23	VISIBILITY ADDED	TDM	NB
P2	06.23	RESPONSE TO RBC COMMENTS	TDM	NB
P1	04.23	FIRST ISSUE	TDM	NB
Rev	Date	Description	Drawn	Checked



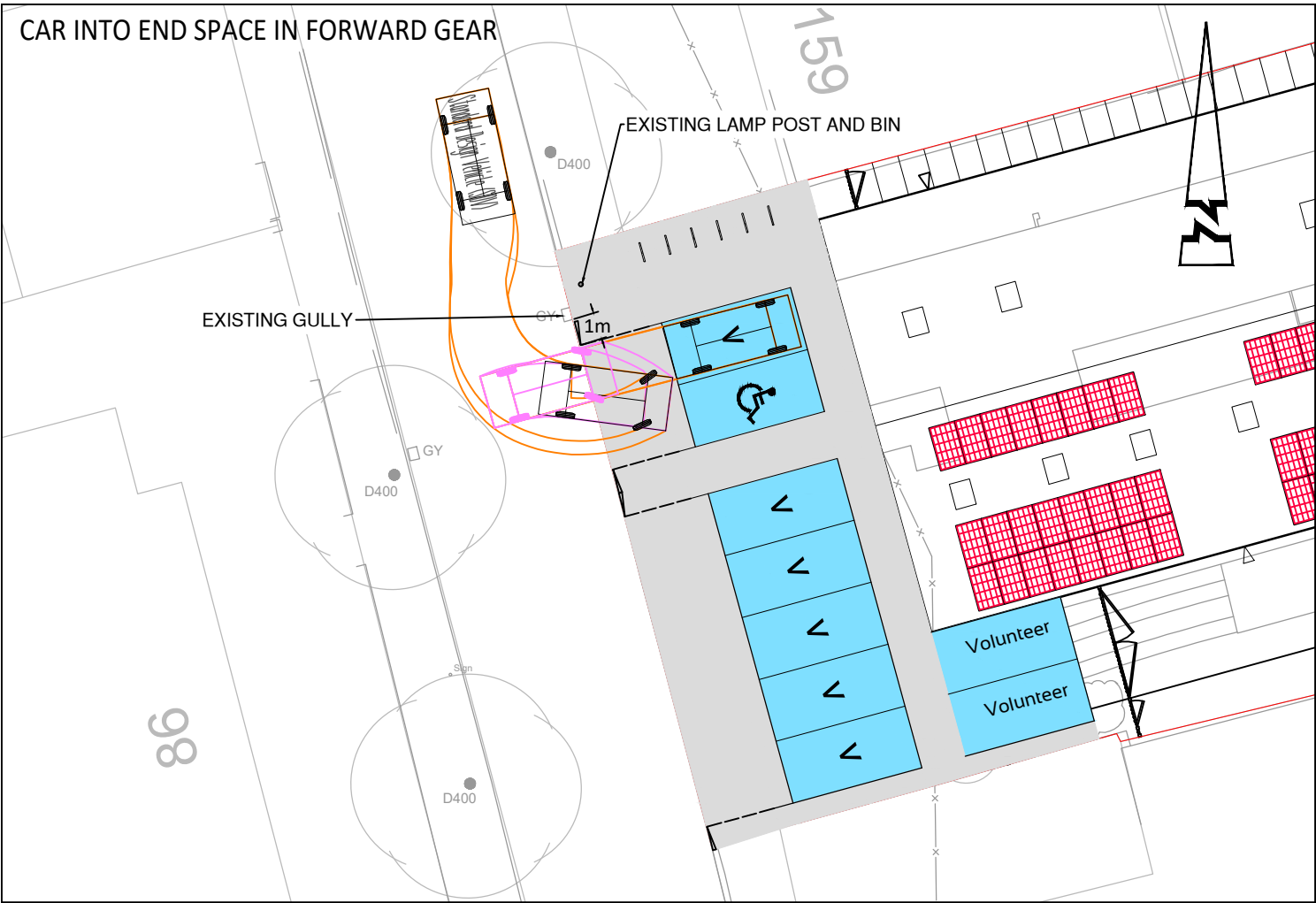
3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client	READING SCOUTS			
Project	READING SCOUT HUT HQ			
Title	PROPOSED ACCESS			
Status	PRELIMINARY			
Scale	1:250 @ A3	Date	APRIL 2023	Drawn
			TDM	Checked
				NB
Drawing No	A445-007			Revision
				P3

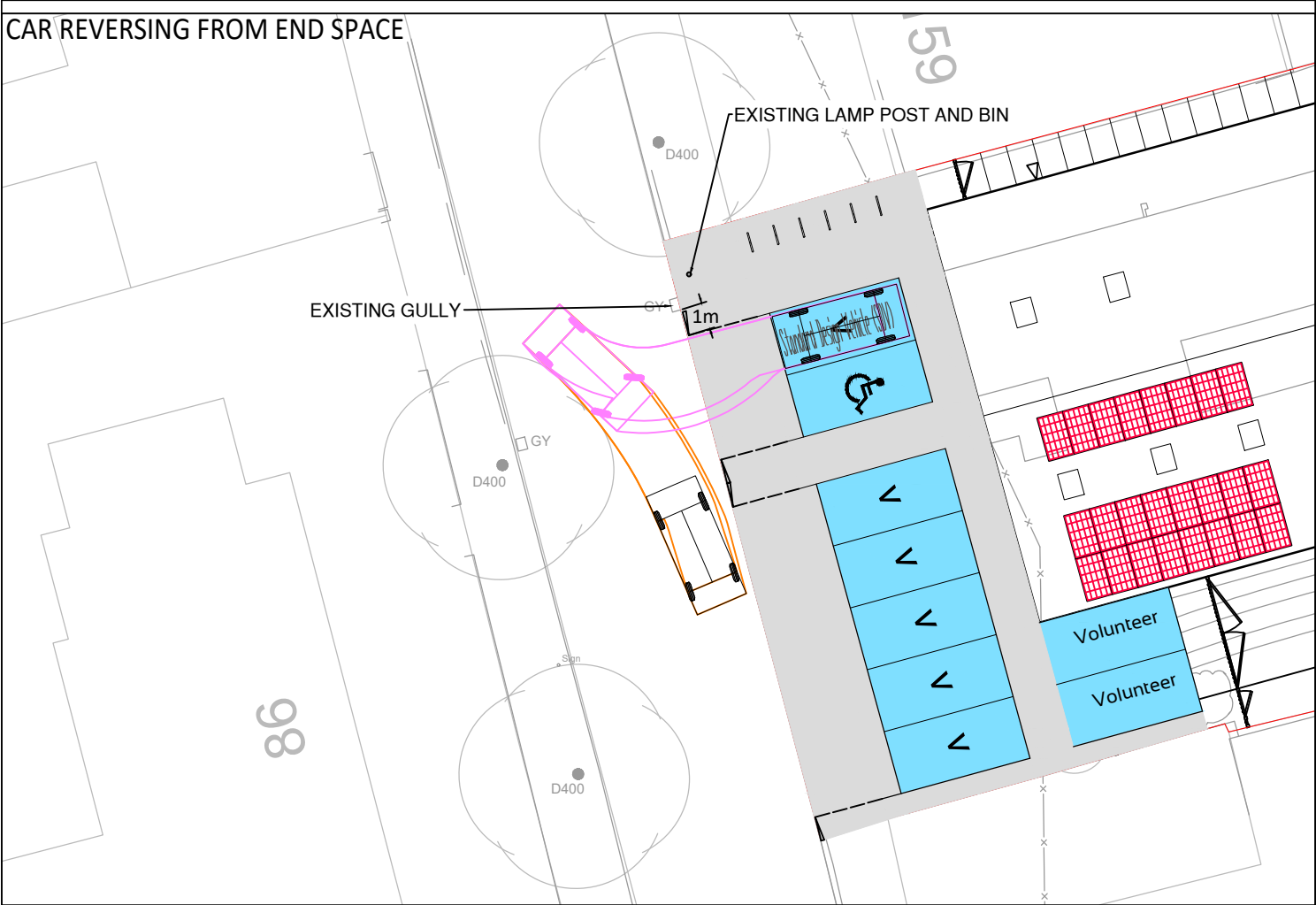


Appendix C – Swept Path Analysis

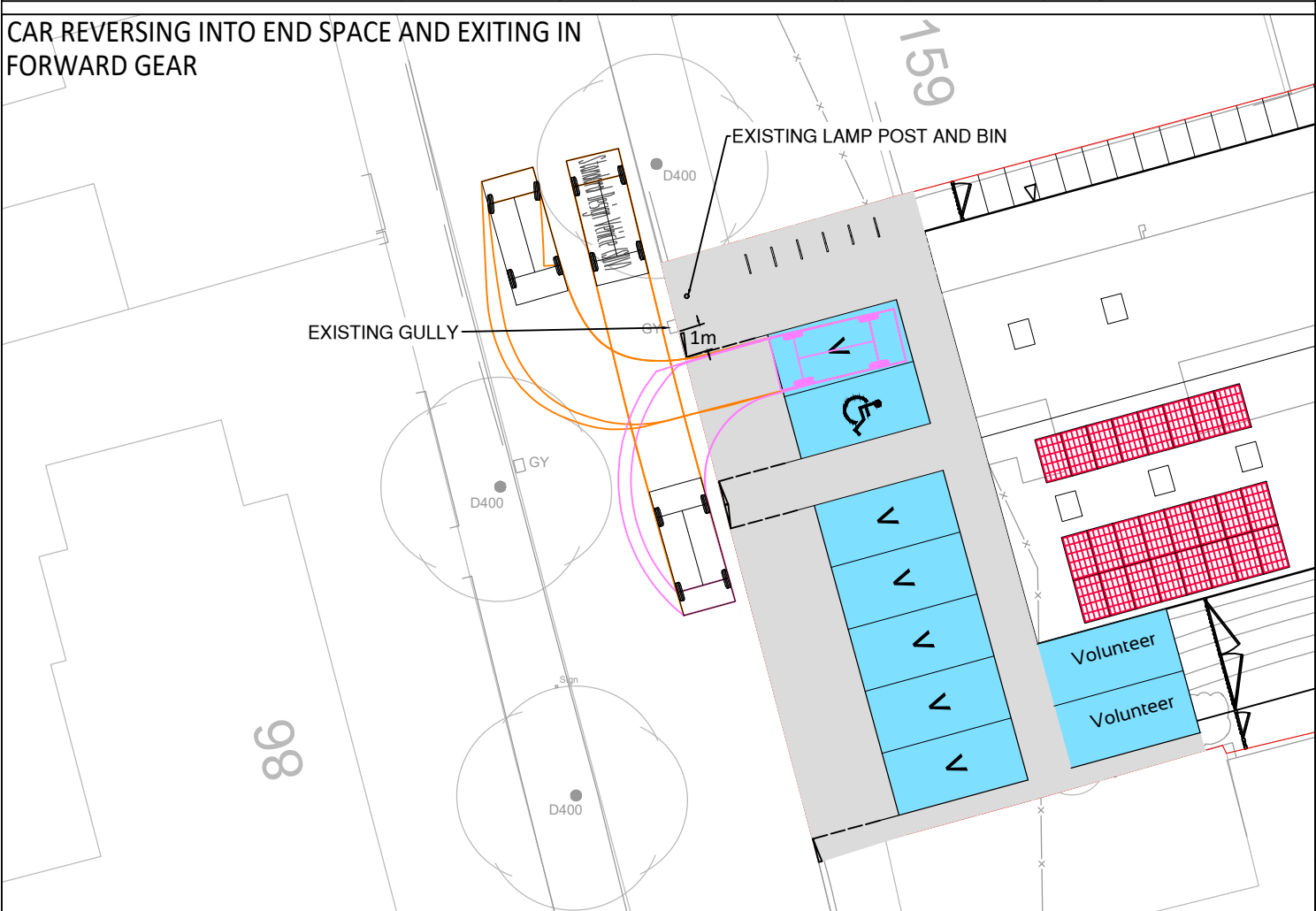
CAR INTO END SPACE IN FORWARD GEAR



CAR REVERSING FROM END SPACE



CAR REVERSING INTO END SPACE AND EXITING IN FORWARD GEAR



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KEY

PROPOSED PEDESTRIAN SURFACE

PARKING SPACE

Standard Design Vehicle (SDV)

Overall Length	4,800mm
Overall Width	2,000mm
Overall Body Height	1,950mm
Min. Body Ground Clearance	0,100mm
Track Width	2,000mm
Lock to lock time	4,00s
Wall to Wall Turning Radius	6,000m

P1	06.23	FIRST ISSUE	TDM	NB
Rev	Date	Description	Drawn	Checked

AL ABLE LETCHFORD
P PARTNERSHIP
Consulting Engineers

3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client

READING SCOUTS

Project

READING SCOUT HUT HQ

Title

SWEPT PATH ANALYSIS
CAR PARKING

Status

PRELIMINARY

Scale	Date	Drawn	Checked
1:250 @ A3	APRIL 2023	TDM	NB

Drawing No	Revision
A445-008	P1

Transport
Development Planning
Sustainable
Deliver
Trusted
Enable
Site Appraisal
Hydrology
Highways
Civil Engineering
Successful
Travel Planning
Support
Drainage
Dynamic
Masterplanning
Flood Risk Assessment
Infrastructure Design

Abley Letchford Partnership Ltd (Hungerford)
3 Tealgate, Charnham Park,
Hungerford RG17 0YT
T: 01488 684 390
E: contact@alpce.co.uk

Abley Letchford Partnership Ltd (Reading)
40 Caversham Rd,
Reading RG1 7EB
T: 0118 237 1736
E: contact@alpce.co.uk

W: www.alpce.co.uk