

Transport Statement

Battle Street, Reading.

On behalf of Reading Borough Council via **Property Services,**
Hampshire County Council

August 2022

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Contents

Figures:	4
Tables:	4
Appendices:	4
1. Background.....	5
Overview	5
Policy and Guidelines.....	5
Proposals for the site.....	6
New Site Planning History.....	8
Why is the new care facility required?	8
2. Site conditions	9
Location and operation.....	9
Local highway network.....	10
Local Improvement Works	12
Personal Injury Collision review	12
3. Trip generation	12
Trip Generation Methodology.....	12
TRICS Assessments	14
4. New development.....	16
The Development	16
On-site parking	18
5. Consultation.....	21
Consultation stages.....	21
6. Summary and Conclusions	22
Summary.....	22
Conclusions	22

Figures:

Figure 1 - Care Facilities – Existing and New Site Locations	7
Figure 2 - The Central Pool Site	9
Figure 3 - New Site Plan	17

Tables:

Table 1 - Local Bus Services	11
Table 2 - Anticipated Arrival/Departure Trip Rate for Peak AM & PM Times	15
Table 3 - RBC recommended parking guidelines (C3)	18
Table 4 - RBC recommended parking guidelines (C2)	19

1. Background

Overview

This Transport Statement (TS) has been prepared to support the submission of a planning application that would see the redevelopment of the former Central (public) Swimming Pool, herein referred to as 'the new site'.

The redevelopment of the site will result in the clearance and taking up of existing hardstanding and structures from the site; erection of seven buildings, up to four storeys in height, containing 49 affordable dwellings (Class C3 use), 13 supported living flats (Class C2 residential institution use), and older persons day centre (Class E(f)); and associated roadways, car parking, open space and other infrastructure.

The scope and methodology of this report has been agreed in advance with Reading Borough Council's (RBC) Highways Development Planning department who agreed that a Transport Statement would be required in relation to this development.

The scope of the TS was agreed via a meeting between Hampshire County Council (HCC) Property Services and RBC Officers (18th May 2021), details are attached as **Appendix 1**. Through this pre-app advice, the RBC planning department set out the scope they would require; the points raised are addressed in the report below.

Policy and Guidelines

This TS has been prepared with reference to national and local policy and guidelines including:

National Planning Policy Framework (NPPF) 2021

Department for Transport guidance on travel plans, transport assessments and statements (2014)

RBC's adopted Local Plan (4th November 2019) with specific note to:

RBC's Sustainability Appraisal SPD (2019)

RBC's Design and Construction SPD (2019)

RBC's Local Transport Plan: Strategy 2011-2026 which, in direct relation to 'Provision of Housing' makes the following points:

Section 4.4.50 '*...many people with existing needs are in poor or unsuitable accommodation. Groups covered by this section include elderly people, people with learning or physical disabilities, people with mental health problems, young people at risk, children, people with a drug or alcohol problem, ex-offenders, homeless people, asylum seekers and people fleeing domestic violence*'.

The 'Infrastructure Delivery Plan' of the LTP also highlights a a borough-wide need for the delivery of extra care housing provision, mental health accommodation, learning disability accommodation and dementia friendly provision.

RBC's Revised Parking Standards and Design SPD (2011)

The context for the parking proposals contained within this TS need to be recognised in accordance with the following:

Climate emergency declared by RBC
The requirement for low carbon emissions strategy on new schemes and developments
Air Quality Management Areas (AQMA)
RBC's Supplementary Planning Policy for Sustainability (as above).

With regards to RBC's Sustainability Appraisal SPD (2019) new development will seek '*...to reduce the need to travel through appropriately located development*, with the questions to address as follows:

How has the design and layout incorporated measures to reduce the need to travel, especially by car, and promote alternative and sustainable modes of transport such as walking, cycling and the use of public transport?

How have public transport networks been considered in terms of the location of the development and proximity to local amenities?

How have deliveries and the manoeuvring of delivery vehicles been considered?"

There is no current approved Neighbourhood Plan for the locality or for Reading as a whole.

Proposals for the site

Two existing care facility sites are planned to be relocated to the site. These care facilities currently consist of The Maples at Rivermead (an old-persons day centre) and Focus House (mental health supported accommodation flats). The current locations of these centres are shown in Figure 1.

The new site accommodates these two existing care facilities and is situated on the site of a former public swimming pool and car park(Figure 1) located off Battle Street, in the Borough of Reading, approximately 1km west of Reading Town Centre.

The swimming pool building was demolished in late 2018/early 2019 and the site currently lays vacant.



Figure 1: Care Facilities – Existing and New Site Locations

The Maples at Rivermead is an old-persons day care centre, run and owned by RBC. This care facility provides services to older adults who, because of their age, disability or long-term illness, need support to maintain their independence and stay involved in social and community activities.

There is currently space for 35 elderly adults at the The Maples, with a total of eight staff working there. The Maples is open Monday to Friday from 9:00 until 17:00.

Focus House is an RBC owned and run service providing supported living accommodation and support for those recovering from mental health issues. Supported living means that people are supported to live more independently and to take control of their life. The house can accommodate up to seven adults with a mental health disorder. All bedrooms are single occupancy. There are five staff associated with this care facility. The staffing pattern is split across shifts with the staff covering 07:00-15:00, 14:00-22:00 and one member of staff (sleep overnight on site) covering 22:00-07:00.

The proposed development would relocate both facilities at the former swimming pool site.

The new site was a former indoor public swimming pool, with a car park, and was known as Central Swimming Pool. Originally built in 1966 the Central Pool site had run the course of its life as a swimming pool facility and was closed in

January 2018, with all buildings being subsequently demolished to leave the new site vacant.

62 new residential dwellings will be accommodated at the new site. These will all be affordable, and will comprise of the following accommodation:

- 29 x 1 bed sheltered flats for the elderly
- 18 x (1,2, 3 bed) general needs housing¹
- 13 x 1 bed supported living flats
- 2 x 3 bed houses

Also accommodated on the new site will be a 35 place old persons' day centre.

The intention is for the day care attendees and those taking up residence in the general needs/supported living and sheltered housing to come from within the Reading Borough area.

For all details of the new site layout refer to Section 4 of this Transport Statement.

New Site Planning History

An application (ref: 181606) for prior notification of proposed demolition of Central Swimming Pool down to ground level was approved, was approved on 11th October 2018. With demolition completed by the end of 2018.

In 2004 a proposal was submitted (ref:03/00826/OUT) for the new site's redevelopment to include demolition of existing swimming pool complex and erection of 89 units, comprising 67 private dwellings and 22 affordable dwellings. This proposal was approved in 2004 however this has now lapsed.

Why is the new care facility required?

RBC is reviewing in-house services across Adult Social Care in order to ensure that services are sustainable and able to meet the need of their communities, now and into the future. As part of this process RBC are reviewing their facilities and the buildings that they run these services from, this includes the current facilities at The Maples Older Person's Day Care Centre and Focus House services for mental health.

RBC is committed to the wellbeing and dignity of the elderly, those with learning or physical disabilities and those with mental health problems, in its care facilities. The current facilities, at both The Maples Old Persons Day Centre, and Focus House Services for Mental Health has been reviewed and as part of this process this development moves both these facilities onto the new site.

RBC made a formal commitment to continue running these valuable services, following a consultation in the summer of 2017. However, in order to ensure the best use of their resources and to meet the mental health needs of a wide

¹ This is divided up into 4 x 3 beds houses, 8 x 2 bed flats and 6 x 1 bed flats

range of people living in the Reading borough, they needed to consider alternative options for the location of these services.

RBC also seeks to make significant steps to meet the Council's housing objectives as part of the Adults Social Care strategy by maximising the opportunities for housing as part of the new site's viability. The Strategy therefore has two key components; adults care and housing.

The new site at Battle Street was selected for its sustainable location, close to existing local facilities and also makes use of a vacant site, well situated within the borough.

2. Site conditions

Location and operation

Figure 2 shows the location of the former swimming pool site outlined within the red hatched area. The site area is approx. 0.55 hectares (ha).

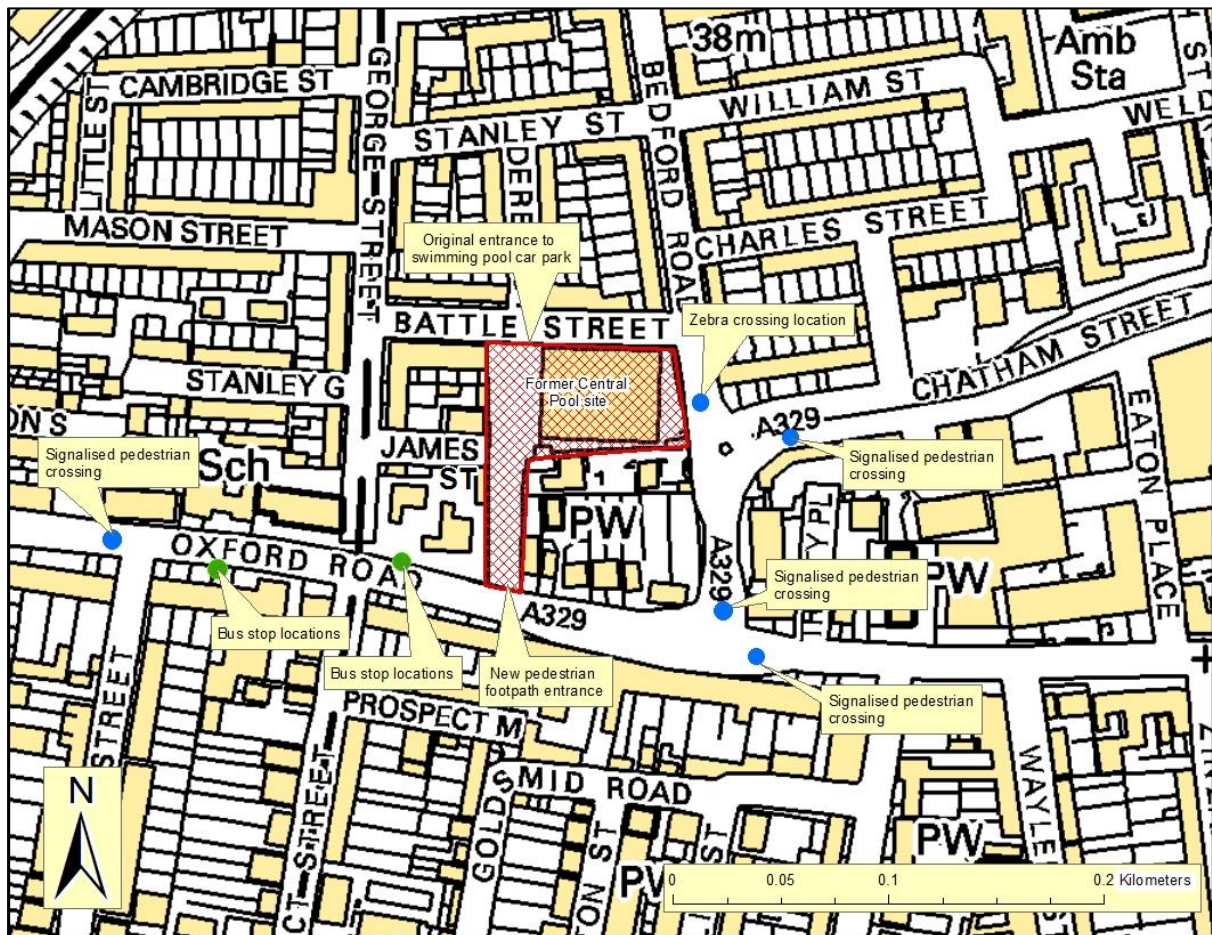


Figure 2 – The Central Pool Site

The site is located within the Abbey ward of Reading Borough (approximately 900m west of Reading town centre) and is positioned on the corner of Battle Street and Bedford Road (Figure 2). The site is currently vacant, with fencing around the perimeter.

The site is a brownfield site bounded by a mix of architectural styles. The surrounding area is predominantly residential and consists mainly of terraced housing with on street parking, and blocks of flats (around four stories high). Located approximately 150m to the west of the site is the Oxford Road Community School.

In relation to RBC's Local Plan and their *Sustainability Appraisal SPD (2019)*, it is worth noting that the site sits within an Air Quality Management Area (AQMA).

Local highway network

The site's existing car park was accessed via Battle Street.

Battle Street is a single carriageway two-way road, residential in nature and subject to a 30mph speed limit. Controlled permit holder only parking is present along Battle Street.

Battle Street can be accessed by George Street to the west and Bedford Road to the east (Figure 2). These roads provide access to the wider residential area as well as links to the major road network within the borough. The surrounding roads are similar to Battle Street in their layouts, subject to 30mph limits with on street permit holder parking present.

Double yellow lines are present at both ends of Battle Street to prevent any obstructive parking at its junctions with George Street and Bedford Road.

Oxford Road borders the south of the site. Part of Oxford Road sits just within a 20mph zone with some traffic calming present in the form of speed cushions, outside the Oxford Road Community School.

Footways are present along both sides of Battle Street, Bedford Road and all roads within the vicinity of the new site. Street lighting is also present throughout the local surrounding area.

No formalised pedestrian crossing facilities are present along Battle Street. A zebra crossing is present on Bedford Road approximately 25m south of its junction with Battle Street - this facilitates movement across Bedford Road and towards the controlled pedestrian crossings on Oxford Road A329 (Figure 2).

The development of the site will see the construction of a new footway, which will link it directly to Oxford Road, close to the existing bus stops. This new pedestrian link will also allow direct access to the local facilities (convenience food stores etc) and will be 3m wide, overlooked by new properties and street lit to provide personal security when dark.

Oxford Road is a major route out of central Reading heading west towards Tilehurst and carries high frequency bus services. The stops close to the site (outlined in Figure 2) cater for seven bus services in total (although three are school related services – 85, 88 and 91).

Table 1 below provides an outline of the three main high frequency public bus services accessed close the site (offering a 24/7 bus services across the three routes):

Table 1 Local Bus Services

Service	Route	Frequency
15 and 15a	Central Reading to Calcot via Tilehurst (west of the borough)	Mon–Fri 05:34am to 23:43 every 20 mins Sat: 06:34 – 23:43 every 20 mins. Sun: 07:43 – 23:43 every 30 mins.
16	Central Reading to Purley via Tilehurst train station (west of the borough)	Mon–Fri: 05:50 – 00:17 every 20 mins. Sat: 06:20 – 00:17 every 20 mins. Sun: 07:55 – 00:17 every 30 mins.
17	Wokingham Road, Central Reading, Tilehurst (east to west of the borough)	Mon–Fri & Sat: 24 hour service with 8-9 min frequency during the day, 15 mins during the evening and 30-60 mins at night. Sun: 24 hour every 10 mins during the day, 20 mins in the evening and 60 mins at night.

The nearest mainline railway station is Reading West station which is approximately 440m west from the site (served by all the bus services contained within Table 1). Reading West offers direct services to and from Basingstoke and links to the Reading main railway station located within the town centre.

Reading main railway station is located approx. 900m east of the site (again serviced by all the bus services in Table 1). The railway station is a major interchange and operates stopping services run by Great Western Railway between Reading and Oxford (or in a few cases onward to Banbury). Most of these services start or continue as semi-fast services between Reading and London Paddington and run twice per hour throughout most of the day, but only hourly on Sundays. Typical journey times are about 35 minutes to Oxford, and just under one hour to Paddington and Winchester.

Tilehurst railway station is located approximately 3.5km north-east of the new site. Although Tilehurst station does link directly into Reading main railway station, the 16 bus service is the closest service to access this station by bus from the new site, with stops situated approximately 200m from Tilehurst station.

The on-site car park was closed during the demolition of the old swimming pool building in 2018 and reopened as a temporary 80 space pay and display facility

in May 2021. The the new dwellings and day centre will be accessible by car and cycle from the exiting highway network, Battle Street, Bedford Road and Oxford Road, and on foot from the same entrance, and the new entrance onto Oxford Road

Local Improvement Works

Reading Borough Council's Highways Development Team has confirmed that there are no planned works within the direct vicinity of the Site, in relation to any other development.

Personal Injury Collision review

It was agreed at the 18th of May 2021 meeting, between Reading Borough Council and Hampshire Council Officers, that a review and analysis of Personal Injury Collision Data (PIC) was not required as part of this Transport Assessment.

3. Trip generation

Trip Generation Methodology

Trip generation methodology was agreed with the Highway Authority at the 18th of May 2021 meeting. At this meeting, it was agreed that an analysis of existing and/or previous trips rates, would be produced, versus predicted trip rates for the sites new use.

This analysis was to be based on TRICs assessments for the relevant site use for its previous use as a public swimming pool facility, and its proposed use as residential, sheltered/assisted living accommodation and an older persons day-care facility.

For the purposes of the TRICs assessment the site's land use classes were split into three different categories, as follows:

For the proposed use: FOLLOWING USE TYPES ONLY UESSED TO GAIN THE APPROPRIATE TRAFFIC DATA (Refer to the Other Docs for actual use types).

Class C3:

Assisted Living - *Housing developments for older people that offer more support than sheltered housing, but still allow residents to live independently. Residents usually live in a self-contained flat with their own front door, but meals may be provided. Personal care and support services are generally available on-site 24 hours per day. Trip rates are calculated by Site Area, Dwellings, Housing Density or Bedrooms.*

- **Sheltered accommodation for elderly people** – *not to be confused with nursing homes. Trip rates are calculated by Site Area, Dwellings, or Housing Density.*

Class C2:

Care Home (Specific Condition) - *A care home that is registered to meet a specific care need (for example, mental illness, dementia, long term physical injuries, etc). Not specifically catering for older people, with possibly an element of day care included.*

Not to be confused with the "Care Home (elderly residential)" land use sub-category. Trip rates are calculated by Residents or Parking Spaces.

Class D1:

Nursery Pre-school centres. Trip rates are calculated by Gross Floor Area, Pupils, or Employees. For the purposes of the day care facility to illustrate a trip rate akin to a Day Centre. Day Centre land use category not available on TRICs.

For previous use as a swimming pool:

Class 07/C:

Leisure Centre - *Local leisure centre or swimming pool with gym, classes, etc. Usually owned by the local authority. Swimming pools can be both traditional pools and modern sites with flumes and other activities. Sites may be leisure (gym/classes etc) only, pool only, or a combination of both. Trip rates are calculated by Site Area, Gross Floor Area, or Employees.*

There was no category in TRICS for 'general needs' accommodation so this has been combined with the C3 'sheltered accommodation' category, as it is not dissimilar. The three bed homes, being of such a minimal amount (two in total), will be added as category C3 as well.

For the 13 supported living flats these were placed under category C2 as 'care home (specific condition)' as these are meeting a specific need under mental health care.

As there was no specific 'day care centre' land use category within the TRICS database, it was agreed that the best comparison would be a nursery, as the day centre would run specific time slots for attendees throughout the day, and they would be dropped off and collected from the day centre. The nursery calculations are based on staff (eight) as the capacity to generate a trip generation based on attendees (35 capacity) was too low.

The TRICS assessment will aim to provide a peak hour trip rate (AM & PM) against the sites previous as a swimming pool leisure facility and the proposed use in terms of its capacity of residential accommodation and day care facility spaces.

The demand for on-site staff and visitor parking, for the new site, has been calculated using RBC's *Parking Standards and Design SPD (2011)*, in relation to the number of care staff expected to be employed by the facilities. A total of 13 staff has been established based on the number of staff at the current facilities (Focus House having five and The Maples having eight).

TRICS Assessments

All survey sites selected were located within either a 'residential/suburban area/residential zone' and 'edge of town centre' location, similar to that of the current area surrounding the new site off Battle Street. The trip rate parameters and calculations, for all land use types, are included in **Appendix 2**. Outlined below are the trip rate summaries for all accommodation types.

Four comparable TRICS survey sites were available to use in the assessment for the sheltered accommodation/ general needs housing (use class C3), as well as the supported living mental health flats (use class C2). Associated trips have been calculated against the number of units being provided.

For the day care centre, nursery comparison (use class D1), a total of five comparable sites were available to use within the trip generation TRICS assessment.

The TRICS calculation of the site's previous use as a swimming pool was based on three comparable leisure centre sites and one swimming and fitness centre site, and calculated against the size of the previous site in hectares (0.55 ha).

The outputs of the calculations above were used in order to produce an average estimated trip rate against the maximum capacity of units for residents and spaces for the day care facility on the new site.

Sheltered accommodation/general needs:

The TRICS assessment showed that the peak levels of arrivals and departures for the AM peak were between 10:00-11:00 for the sheltered accommodation/general needs housing. For the PM peak it demonstrated 14:00-15:00 for both these accommodation types. This was measured within a 12 hour period from 07:00 – 19:00.

From TRICS the sheltered accommodation/general needs accommodation produced a combined vehicle arrival and departure trip rate peak of 0.273 at the peak hour of 10:00-11:00. When calculated against the number of dwellings (49) this amounts to a maximum of **14 vehicle arrival and departures** during the peak hours associated with these accommodation types, within the 12 hour assessment period.

Supported Living:

The TRICS assessment showed that the peak levels of arrivals and departures for the AM peak were between 10:00-11:00 for the supported living housing, and for the PM peak 12:00-13:00. This was measured within a 12-hour period from 07:00 – 19:00.

The supported living accommodation produced a combined vehicle arrival and departure trip rate of 0.272, at the peak hour of 10:00-11:00. When calculated against the total number of supported living dwellings (13 units) this equated to

four vehicle arrival and departures, during the peak hours associated with this accommodation type, within the 12-hour assessment period.

Day Care Facility:

For the purpose of the older persons day care facility, the trip rate for a nursery was used as a comparison. A nursery would represent similar trips to that of a day care centre, where attendees would be dropped off and picked up at different times throughout the operational hours of the centre. The trip rate used was based on staff numbers - eight at the day care centre.

The TRICS assessment showed that the peak levels of arrivals and departures for the AM peak were between 08:00-09:00 for the day care facility, and for the PM peak 17:00-18:00. This was measured within a 12 hour period from 07:00 – 19:00.

From TRICS the day care facility produced a combined vehicle arrival and departure trip rate of 1.529, at the peak hour of 08:00-109:00. When calculated against the total number of staff associated with the day care facility (eight) this equated to **13 vehicle arrival and departures**, during the peak hours associated with this accommodation type, within the 12 hours assessment period.

Former swimming pool:

For the purposes of the former swimming pool facility, the trip rate for a leisure centre was used for the TRICS vehicle trip rate assessment. The swimming pool facilities trip rate user average was based on site size (with the previous site being 0.55 ha).

The TRICS assessment showed that the peak levels of arrivals and departures for the AM peak were between 09:00-10:00, and for the PM peak 17:00-18:00. This was measured within a 17-hour period from 06:00 – 23:00.

From TRICS the leisure centre facilities produced a combined vehicle arrival and departure trip rate of 176.624, at the peak hour of 17:00-18:00. When calculated against the size of the site (0.55ha) this equated to **100 vehicle arrival and departures**, during the peak hours associated with this facility type, within the 17-hour assessment period.

All anticipated peak hour vehicle (cars) arrival and departure outputs are detailed in *Table 3* below:

Table 2 - Anticipated Combined Arrival/Departure Trip Rate for Peak AM & PM Times

Accommodation Type/Facility Type	Measurement for comparison	TRICS Estimated Trip Rate - AM Peak	TRICS Estimated Trip Rate - PM Peak	Total no. of vehicles (car)
New use				

Sheltered accommodation/general needs housing (C?)	49 dwellings	7	7*	14
Supported living (mental health flats) (C?)	13 dwellings	2*	2*	4
Older persons day care (use class?)	8 staff	7	6	13
Cumulative total	All listed above	16	15	31
Previous use				
Swimming pool facility (leisure) (use class?)	0.55 ha	49	51	100

*rounded up

Table 3 outlines that there would have been approximately **100** arrival and departure vehicle trips occurring at peak hour periods, associated with the site's previous use as a swimming pool.

With regards to the use of the site the cumulative trips are estimated to be **31 arrival and departure vehicle trips**, occurring at peak periods during the day. This represents a net decrease of - **69 vehicle trips** against the site's previous trip generation estimation.

The difference in trip generation from the new site's previous use to its anticipated use demonstrates that the differences are significant, with, if any, a positive impact on the local highway.

It is also worth noting that this trip generation represents a 'worst case scenario' based on peak hour assumptions. It does not take into account shared transportation, which for example it likely to be used by attendees at the day care facility. Use of shared taxis and minibuses could further reduce the trip generation.

It is worth noting however that sufficient staff parking will be accommodated on-site in line with RBC guidelines.

4. New development

The Development

A total of 62 new residential dwellings accommodated at the site. These are all affordable housing, and will comprise of the following accommodation:

- 29 x 1 bed sheltered flats for the elderly
- 18 x (1,2, 3 bed) general needs housing²
- 13 x 1 bed supported living flats
- 2 x 3 bed houses

² This is divided up into 4 x 3 beds houses, 8 x 2 bed flats and 6 x 1 bed flats

Also accommodated on the new site will be a 35 place older persons' day centre. This will be open from 07:00 until 17:00, Monday to Friday.

Figure 3 outlines the new site plan. There will be a new road (called The Mews) constructed through the site connecting from Battle Street to James Street (red arrow in Figure 3). The Mews will be in a similar position to where the former swimming pool car park entrance was located, off Battle Street. The access to the Day Centre and the Supported Living accommodation are on the new road. Figure 3 appears in larger detail within Appendix 3.



Figure 3 - New Site Plan

The Mews is the only motor vehicular entrance into the new site. Pedestrian access will be from the exiting highway network, Battle Street, Bedford Road and Oxford Road. A new pedestrian footpath is located to the south of the site that provides direct access from The Mews to Oxford Road (Figure 3).

Outside spaces (gardens and courtyards) are illustrated within the Figure 3 plan as well as walls and fencing boundaries.

New cycle parking is provided, at one space per two dwelling units in accordance with Reading's policy. Full details outlined in paragraph 4.2.13.

A Construction Phase Traffic Management Plan will manage the impacts of construction traffic. It is subject to contractor approval and is therefore proposed to be made a condition of planning. Construction deliveries will be managed to avoid peak morning and afternoon periods on the surrounding highway network.

Onsite tracking for The Mews has been undertaken to demonstrate effective movement of the largest vehicles expected to access the site (fire and refuse truck). Two plans detailing the tracing are shown within Appendix 4.

On-site parking

Parking for the site is required to be provided in accordance with RBC's adopted *Parking Standards and Design SPD (2011)*. The site sits within Zone 2 (Primary Core Area) of Reading borough. Zone 2's definition within RBC's *Parking Standards and Design SPD (2011)* states that:

This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station, or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space.

Tables 3 and 4 outline the parking recommendations for C3 and C2 type dwellings within Zone 2, as featured within the RBC's Revised Parking Standards and Design SPD (2011):

Table 3: RBC recommended parking guidelines (C3)

	Residential Parking Provision			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential				
C3 Retirement Home with Warden (spaces per individual units)	0.5 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff
C3 Dwelling Flat 1-2 bed	0.5	1	1.5	1.5
C3 Dwelling Flat 3+ bed	1	1.5	2	2
C3 Dwelling House 1 bed	0.5	1	1	1
C3 Dwelling House 2 bed	1	1	1.5	2
C3 Dwelling House 3 bed	1	2	2	2
C3 Dwelling House 4+ bed	2	2	2	3
Visitor Parking	0	1 space per 10 dwellings (Flats only)	1 space per 4 dwellings (Flats only)	1 space per 4 dwellings (Flats only)
Houses in Multiple Occupation (HMOs)	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**

• For a retirement village, parking requirements will be determined separately.
 • Adopted Core Strategy Policy CS18 on residential conversions refers to the need for the provision and location of adequate on-site car parking
 ** Occupiers will not be entitled to on-street car parking permits. Where planning permission is required for small HMOs falling within the C4 Use Class, this standard will apply to both C4 HMOs and Sui Generis HMOs.

Table 4 RBC recommended parking guidelines (C2)

	Maximum Parking Standards			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential				
C1 Hotels	0.25* per bedroom	0.5* per bedroom	0.75* per bedroom	1* per bedroom
	* Ancillary facilities such as restaurants, bars and conference areas will be treated as A3/ D2 uses when available to non residents. Major hotel developments where multiple facilities are provided will be considered on their merits			
C1 Guest House and B&B	0.5 per bedroom & 1 for proprietor	1 per bedroom, 1 for proprietor & 0.5 per FTE Staff	1 per bedroom, 1 for proprietor & 0.75 per FTE Staff	1 per bedroom, 1 for proprietor & 1 per FTE Staff
C2 Halls of Residence*	1 per FTE staff & zero for students	1 per FTE staff & zero students	1 per FTE staff & 1 per 15 students	1 per FTE staff & 1 per 10 students
C2 Hospital (In Patients)	1 per 6 FTE staff & 1 per 5 beds	1 per 6 FTE staff & 1 per 4 beds	1 per 4 FTE & and 1 per 3 beds	1 per 4 FTE staff & 1 per 3 beds
C2 Hospital (Out Patients)	1 per 6 FTE staff & 1 per consulting room	1 per 6 FTE staff & 1 per consulting room	1 per 4 FTE staff & 1 per consulting room	1 per 4 FTE staff & 1 per consulting room
C2 Nursing Home	0.5 per FTE staff & 1 per 4 residents	1 per FTE staff & 1 per 4 residents	1 per FTE staff & 1 per 4 residents	1 per FTE staff & 1 per 4 residents
* Where necessary, student parking restrictions will be enforced through tenancy agreements				

Under RBC Sustainable Policy item 2:11 it states that there is a requirement ‘...to develop a transport infrastructure which supports more low carbon travel options for people in Reading and encourage non-car travel for all sectors of the population.’

The site is within a sustainable location. It is very close to the centre of Reading and is served by rapid transit public transport links, therefore, this site will seek to discourage private car travel, where possible, given the needs of site users.

Residential Parking requirements

From the recommended parking guidelines as outlined in Table 4, the total parking requirement for the accommodation would be 68 spaces, plus 5 visitor spaces; 73 spaces overall. However, a lower level of car parking is proposed in the context of the following points:

- A climate emergency has been declared by the Borough;
- RBC’s low carbon policy within the Local Plan (and its location within an Air Quality Management Area);
- RBC’s Supplementary Planning Policy for Sustainability;
- The site’s location close to the centre of Reading, with accessible and rapid public transport links adjacent to the site, which will help to discourage private car travel;

The new site is within accessible walking distances of local shops, schools and other amenities (e.g..doctor's surgery, dentist).

The first reason to suggest that parking should be delivered at a lower level is the sustainability of the location. The site is central, close to amenities, and very well served by public transport.

Whilst C3/C2 category accommodation is planned it is understood that given the nature of accommodation (sheltered, general needs and supported mental health living care) it is unlikely that residents would require the maximum parking requirements against what is outlined in Tables 3 and 4, however visitor parking would be required.

Any new parking construction within the borough must also be in accordance with RBC's *Sustainability Planning Policy* SPD where development seeks to achieve the aims, '*...to minimise damage to the environment through air, ground/surface water, land, noise or light pollution, by having limited car spaces, and also providing Electric Vehicle charging points.*' The new site will have electric charging facilities for vehicles, as outlined in paragraph 4.2.11.

In accordance with the Borough's Suitability policy item 3.3 the development needs to address "pollution issues, low NOx, low global warming potential (GWP). This is a further reason to suggest parking on site should be delivered below the levels in the guidance.

The site is also in an air quality management area (AQMA).

Therefore, RBC have stated (via pre-application advice) that the parking requirements for the C3 assisted living accommodation flats would total nine new on site car parking spaces (three of which would be accessible spaces).

The housing and facility allocation for the new site would be as follows: (All spaces will have Electric charging points).

There will be 9 new car parking spaces allocated as below

2 family houses = 2 spaces (1 space each)

Wheelchair Accessible flat = 1 accessible space

Older Person Day Centre = 3 spaces

Supported Living Mental Health Flats = 3 spaces

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For spaces off the new site, the allocation will be as follows:

2no existing permit parking spaces on Battle street will be converted to a drop off zone for the day centre minibuses.

2no existing 2 hour parking spaces on Battle street will be converted to a 'car club' zone.

4 existing permit parking spaces will be removed to provide the day care drop off point and the mews entrance, but 3 new spaces will be provided on Battle Street and 1 on James Street to replace these.

Onsite parking for mobility scooters will be provided with a total of seven spaces located within a secure store. New bicycle parking is to be provided on at 32 allocated spaces, 1 per 2 dwellings in accordance with RBC's parking guidelines.

Staff Parking Requirements

The new build construction of the sheltered, assisted living accommodation and day care facility will generate a parking need for a total of 13 full time equivalent (FTE) staff, with five staff associated with the assisted living accommodation and eight staff at the older persons day care facility.

Cycle parking is calculated for staff at one per three members of FTE staff, which equates to three spaces. Powered two wheeler parking provision is calculated at 2% of the maximum total car parking provision, which makes equates to one space.

RBC has suggested a 'car pool' (with electric charging points) on Battle Street to help manage the parking balance for the site. In addition seven mobility scooter places are proposed within the building in a secure and safe room with electric charging points.

In line with the New Building Regulations, all new parking spaces have electric charging points.

5. Consultation

Consultation stages

Public consultation events were held locally in Reading on 26th and 27th May 2022. These events were held via a public exhibition of the new plans, with members of the Client and Design teams in attendance from Hampshire Services, HCC and RBC. Consultation letters were sent out to local residents and others, and an online consultation was also available.

Concerns around parking were raised, however as previously outlined in paragraphs 4.2.5 and 4.2.6, the needs of the potential residents mean that private parking requirements are likely to be lower than those set out in the guidance. In addition, the site is located within easy access of public transport and amenities.

There were no other issues raised during the consultation regarding concerns around traffic related issues or any safety issues, on the local roads surrounding the site.

6. Summary and Conclusions

Summary

This TS has been provided by Hampshire Services on behalf of Reading Borough Council. It is submitted in support of a planning application that seeks permission to develop the former swimming pool site, known previously as Central Pool, Battle Street, to provide:

a new 35-place day centre building for older persons,
29 sheltered accommodation 1 bedroom flats,
13 x assisted living 1 bedroom flats,
6 x 1 bedroom general needs flats,
8 x 2 bedroom general needs flats,
4 x 3 bedroom general needs houses and
2 x 3 bedroom private houses.

This TS has been produced to provide the necessary information for the local highway and planning authorities to assess the development in terms of accessibility, sustainable transport accessibility, and the impact of the development traffic on the local highway network.

Conclusions

The site is located on Battle Street, situated within a residential area the Borough of Reading, approximately 1km west of Reading Town Centre.

The proposals will see the development of a former swimming pool site, formally known as Central Pool. The site is currently vacant with all buildings having been demolished.

The new site, as well as making use of an old vacant site, is also providing modern care facilities to vulnerable adults with specific needs, within the Reading Borough.

It has been established that the new site can be accessed by an existing network of footways, successfully connecting the new accommodation and day care facility to the local residential area.

There are good opportunities for staff, and residents to travel, borough-wide and beyond, by sustainable transport modes to and from the site.

In relation to paragraph 1.2.3 of this TS in relation to RBC's Sustainability Appraisal SPD (2019) and its key points, it should be taken into account that the new site:

- Has been chosen because it enables alternative means of transport, other than the private car, by the use of rapid transit bus serviced, which are high frequency and available 24 hours a day;
- bus stops are adjacent to the site, to the south on Oxford Road, giving access to these services that cover various districts within the Borough and direct connections to the mainline train stations of Reading and Reading West;

- will have large cycle stores and electric mobility scooter storage which will be provided as part of the development;
- allows new residents access to existing local amenities, such as a doctor's surgery (approximately 150m east), Tesco Express convenience store (approximately 150m south) on Oxford Road, as well as access to a train station (Reading West) within 440 metres and the main central shopping area of Reading 900 metres away.

The new development is designed to allow easy tracking of fire rescue and refuse vehicles, as outlined by tracking drawings in Appendix 4.

The trip generation for the new site has been measured against previous trip rates. This was achieved using TRICS analysis, based on the number of dwellings and staff of the new facilities. Through this, it has been established that there is an anticipated maximum of 31 vehicle arrival and departure trips to the new site, based on the highest peak hours during the day (07:00-19:00).

When comparing the anticipated trip generation to the site's previous use as a swimming pool facility, there was a net decrease of 69 vehicles, in the predicted peak hour arrival and departure trips. It is not anticipated that the new anticipated trip generation will have any detrimental impact on the operation of the local highway network.

Sufficient parking provision for staff is being provided in accordance with RBC's parking guidelines and discussions with RBC's Highway Development Planning Team.

Compared with RBC guidance, but in agreement with RBC, a lower level of residential car parking is proposed, in light of the sustainable location and the likely requirements of residents, the 24/7 bus service and the Climate Emergency.

On completion of the analysis within this TS, it is considered that the proposals for the site on Battle Street are not anticipated to have a detrimental impact on the local highway network. This is provided that measures within a future Construction Phase Traffic Management Plan are implemented.

Consequently, it is considered that there are no significant highways and transportation matters that should prevent this planning application from being approved.