

PROPOSED STANDALONE FOOD AND DRINK POD UNIT

HYPERION TRADE PARK, ROSE KILN LANE, READING

TN01 – RESPONSE TO READING BROUGH COUNCIL COMMENTS

23RD MARCH 2023

1.0 Introduction

- 1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by JLL in relation to a proposed Standalone Pod Unit (within use Class E) to be occupied by Greggs at Hyperion Trade Park, Rose Kiln Lane, Reading.
- 1.2 A Transport Statement (TS) and Travel Plan (TP) dated October 2022 and August 2022 respectively, were produced by Connect to accompany a planning application (local authority reference: 221546) for the proposed Greggs unit.
- 1.3 A consultation response in relation to the TS and TP was received from Reading Brough Council (RBC) Transport Development Control Team dated 18th November 2022.
- 1.4 This Technical Note (TN01) responds to the RBC comments. It also presents additional survey data requested by RBC, and a revised site plan, which has resulted in the retention of two disabled spaces, but an overall reduction of one parking space, providing seven within the red line boundary.

2.0 Response Structure

- 2.1 The structure of this TN is to quote individual comments in the RBC response followed by Connect's response, using the following formatting: -
 - RBC Comment – in *"Blue Quoted Italics"*.
 - Connect Response – in Black.

RBC Comment 1 (Trip Generation): -

"To establish the proposed trip generation for the proposed Pod Unit the applicant has undertaken as assessment via the Trip Rate Information Computer System (TRICS), in principle this is an accepted methodology to calculate trips rates and this method has been agreed by Planning Inspectors at Appeal.

Although the proposed methodology is accepted the Highway Authority have concerns regarding the way in which the applicant has undertaken their assessment. These issues relate to no through assessment being undertaken to account for all of the proposed uses within Class E to establish a worst-case scenario. In addition, it is also questioned whether a Pod Unit of this size could even be included within Class E, given that the description of such is as follows:

E(b) Sale of food and drink for consumption (mostly) on the premises.

No internal layout has been provided to establish whether sufficient seating can be accommodated within the proposed Pod Unit whilst providing counters, storage and display units etc. It is therefore questioned whether this facility is in fact a sui generis takeaway facility and not a restaurant use, which would be included within Class E.

It should be mentioned that the Transport Statement seems to struggle with this also as it references the car and cycle parking requirements for a takeaway at paragraph 3.5.3 and 3.9.2 respectively.

The TRICS data currently provided relates to a drive thru coffee shop however the proposed facility will not be provided with a drive thru facility and therefore all customers travelling by car will be required to park and therefore the car park accumulation based on a coffee shop with drive thru is not an acceptable comparison with many customers associated with that use having much shorter dwell times.

The Highway Authority therefore does not agree with the trip rate assessment undertaken to date.

What should also be highlighted is that the proposed development based on the TRICS data submitted to date generates 417.24 vehicle movements on a weekday and 524.38 vehicle movements on a Saturday. Even if the Highway Authority accepted a reduction to take account of pass by / diverted trips this would still be within excess of the previous threshold for a Transport Assessment to be submitted.

The worst-case trip generation and any discount for pass by / diverted trips must therefore be agreed in the first instance and then any requirement for junction assessments can be agreed.

In relation to the deductions for pass by and diverted trips it is noted that there is no dedicated guidance / rule that specifies an amount to which a deduction should be agreed. Should it be proven that TRICS data provided is the worst-case scenario then the deductions for pass by and diverted trips should be taken from a similar facility and it should not be based on an assumption. The Highway Authority are aware of a similar Greggs facility and location on White House Road, Ipswich which would provide a comparable assessment on the trip generation at the site."

Connect Response 1 (Trip Generation): -

- 2.2 Following the above comments, the client has confirmed that the proposed use will be restricted to use Class E a/b which includes the following: -
- E (a) Display or retail sale of goods, other than hot food.
 - E (b) Sale of food and drink for consumption (mostly) on the premises.
- 2.3 The E(a) element allows the sale of goods to visiting members of the public and the E(b) element allows them to consume those items on the premises if they want to, either inside or at the external seating area.
- 2.4 The parking standards set out in the Reading Brough Council document 'Revised Parking Standards and Design SPD' dated 31st October 2011 refer to the pre-September 2020 planning use classes. Use classes E(a) and E(b) effectively replace former use classes A1 and A3.

- 2.5 The A1 (food retail) parking standards set out in the RBC SPD for Zone 3 (where the proposal site is located) state that a maximum of 1 space per 30sq.m should be provided, whilst the A3 (restaurants & cafes) parking standards for Zone 3 state that a maximum of 1 space per 5 sq.m should be provided.
- 2.6 Based on the proposed GIA of 112 sq.m, this equates to a maximum of between 4 and 24 spaces ($112/30 = 4$ and $112/5 = 22$). 7 parking spaces are proposed. A parking assessment justifying the proposed parking is provided later in this TN.
- 2.7 The highway authority within its response above has identified the Greggs Pod Unit on White House Road, Ipswich as being comparable to the proposed Pod.
- 2.8 The Ipswich Greggs is located immediately north of White House Road which is similar to Rose Kiln Lane in that it also connects a number of industrial and retail uses with the 'A' road network. The Ipswich Greggs also lies on the edge of Quantum Business Park, which is a broadly similar industrial estate to Hyperion Trade Park.
- 2.9 The Ipswich Greggs is 111.34 sq.m Gross Internal Area (GIA) in size, the same as the proposed Pod at 112 sq.m. It provides 10 seats internally and 12 externally. It has 8 dedicated parking spaces, as well as parking provided within the wider industrial area similar to the proposed Pod.
- 2.10 A CCTV survey of the Ipswich Greggs was undertaken on Friday 9th and Saturday 10th December 2022. It recorded multi-modal arrivals and departures to / from the unit between the opening hours of 6am and 6pm.
- 2.11 The results of the CCTV survey are provided below at Table 1 below.

Table 1 – CTTV Survey Greggs Ipswich

	Arrivals				Departures				Total			
Time	Car / LGV	OGV1 / 2	Cycle	Walk	Car / LGV	OGV1 / 2	Cycle	Walk	Car / LGV	OGV1 / 2	Cycle	Walk
Friday 9 th – AM Peak (08:00-09:00)	59	0	0	14	47	0	0	24	106	0	0	38
Friday 9 th – PM Peak (17:00-18:00)	3	0	0	4	3	0	0	4	6	0	0	8
Saturday 10 th – SAT Peak (12:00-13:00)	39	0	0	17	48	0	0	16	87	0	0	33
Friday 9 th – Daily (06:00-18:00)	377	9	2	230	361	11	2	247	738	20	4	477
Saturday 10 th – Daily (06:00-18:00)	367	1	3	108	379	0	2	98	746	1	5	206

- 2.12 The above survey data is supported by sales transaction data (supplied by Greggs) for Friday 9th and Saturday 10th December 2022.

Table 2 – Transaction Data Greggs Ipswich

	Transaction Data	Total Surveyed Attraction	% of Attraction
Friday 9 th – AM Peak (08:00-09:00)	70	73	96%
Friday 9 th – PM Peak (17:00-18:00)	4	7	57%
Saturday 10 th – SAT Peak (12:00-13:00)	52	56	93%
Friday 9 th – Daily (06:00-18:00)	573	618	93%
Saturday 10 th – Daily (06:00-18:00)	360	479	75%

- 2.13 As shown above, the surveyed trip attraction aligns with the transaction data. It shows that the majority of customers undertook a transaction within the unit. Some of the surveyed arrivals may have been couples / groups purchasing together, or adults who undertake the transaction accompanied by children.
- 2.14 The transaction data for Friday 9th and Saturday 10th December 2022 has been compared to transaction data for the average day between 23rd February 2022 and 22nd February 2023. The average number of transactions per day are 400, 173 less than recorded on Friday 9th December and 40 more than recorded on Saturday 10th December. Based on this, the proposed survey days are not atypical of the average customers over the past 12 months, albeit that the recorded Friday flows are potentially high.
- 2.15 A summary of the peak hour vehicle trip attraction (based on the CCTV survey) is provided at Table 3 below.

Table 3 – CCTV Survey Greggs Ipswich – Peak Hour Vehicle Trips

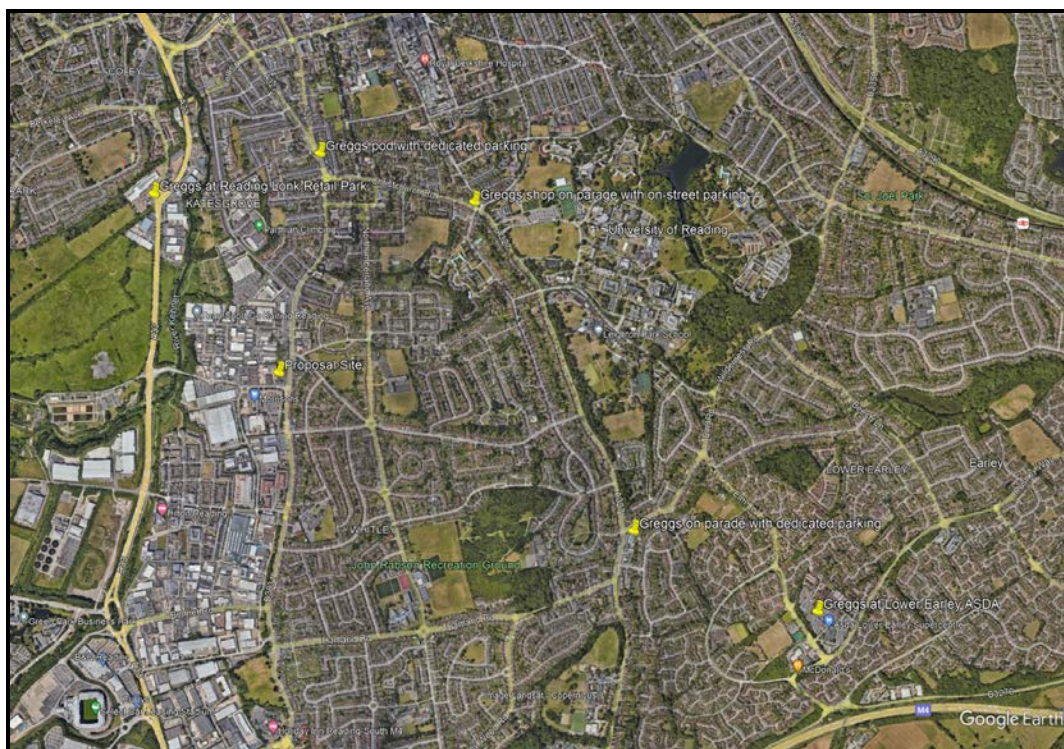
	Arrivals	Departures	Total
AM Peak (08:00-9:00)	59	47	106
PM Peak (17:00-18:00)	3	3	6
SAT Peak (12:00-13:00)	39	48	87

- 2.16 The above trip attraction is higher in the AM and Saturday peaks than presented in the October 2022 Connect TS based on TRICS 'DRIVE THROUGH COFFEE SHOP' data, but lower in the PM peak.

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- 2.17 The above RBC response raises comments in relation to the use of the TRICS 'DRIVE THROUGH COFFEE SHOP' data for calculating the predicted parking accumulation. A CCTV parking beat survey of the 8 parking spaces, as well as on-street parking near to the Ipswich White House Road Pod, has also been undertaken on Friday 9th and Saturday 10th December 2022. The results of this are presented later in this TN.
- 2.18 As set out in the Connect October 2022 TS, the traffic that will be attracted to the proposed Pod Unit will comprise the following trip types: -
- Pass by trips resulting from people who currently use the road adjacent to the site for a trip involving another purpose who will visit the Pod while passing.
 - Diverted trips derived from people who are using the road network close to the site for another purpose who will divert their trips to visit the Pod while passing in the broad vicinity.
 - Transferred trips by people who would change their destination from a competing attraction, to the proposed development.
 - Linked trips undertaken by existing visitors to a specific local facilities who visit the proposed development as part of their existing trip.
 - Primary trips made by people who travel for the specific purpose of visiting the proposed Pod, but not included in the trip types above.
- 2.19 The proposed development provides the opportunity for pass-by trips for already using Rose Kiln Lane adjacent to the site.
- 2.20 People already using the B3031 Basingstoke Road could make a minor detour to visit the site, and possibly some people using the A33 would do too, although this is less likely because of the detour distance and the presence of a Greggs at the Reading Link Retail Park.
- 2.21 In addition, the inclusion of the proposed pod unit within an existing trade park / industrial area / retail parks is likely to result in secondary trips to the proposed unit which are primarily associated with one of the adjoining trip attractors.
- 2.22 Brunel Retail Park c300m west of the proposal site contains a Costa Coffee and Subway, as well as the Morrisons to the south containing a café. This provides the opportunity for transferred trips, as people may no longer use the above outlets, but use the proposed Pod unit instead.
- 2.23 A small proportion of the trips to the Pod unit will be new to the local road network, with people visiting for the specific reason of going to Greggs.
- 2.24 Overall, it is likely that the vast majority of trips to the proposed pod unit will be linked with existing trips to local industrial estates or be drawn from traffic already using the road network local to the site. This is especially the case during the weekday peak hours, when it is considered unlikely that people make a trip with the sole purpose of visiting the pod unit.
- 2.25 The above is evidenced by the presence of existing Greggs units surrounding the site.
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- 2.26 Approximately 1.1km to the north-east of the site there are two Greggs units which are only c750m apart. Both are on the same general traffic route (A327), and the presence of two units indicates that there are two very localised catchments to serve, and that this type of facility relies very heavily on convenience.
- 2.27 Likewise, approximately 2.3km to the south-east of the site there are two Greggs units which are less than 1km apart. One is at the Asda site at Lower Earley the other on A327.
- 2.28 These facilities are shown at Figure 1 below.

Figure 1 – Site in Relation to Existing Greggs Outlets



- 2.29 The logical assumption therefore is that the catchment of the proposed unit will be limited to passing traffic plus people visiting the Brunel Retail Park, Morrisons / Aldi, and the local employment areas surrounding Rose Kiln Lane, albeit with employment related trips being more weekday lunchtime orientated, as opposed to the peak hours considered in this assessment.
- 2.30 The above RBC response states that there *“is no dedicated guidance / rule that specifies an amount to which a deduction should be agreed”* for different trip types.
- 2.31 This is correct and it is necessary to derive logical and robust assumptions for the assessment, but not to introduce overly robust assumptions. The assessment is based on assumptions as obtaining details of which trip type customers of the Ipswich Greggs fall into would require a very comprehensive survey.
- 2.32 The total proportion of secondary trips used in this assessment is 60% which Connect consider to be robust, and possibly overly robust as a higher proportion of secondary trips is likely.

- 2.33 Primary trips to the proposed development will be a combination of transferred trips to nearby competing attractions (Costa and Subway at Brunel Retail Park, or Morrisons café), and new trips to the study area network.
- 2.34 The assessment is based on the simplified assumption that 20% of trips are transferred and 20% are 'new' to the study area network.
- 2.35 By way of summary, this assessment is based on the trip type assumptions shown at Table 4 below.

Table 4 – Summary of Trip Types

Trip Type	Assessed Value (%)
New to Study Area Network	20%
Transferred Trips	20%
Pass-by / Diverted Trips / Linked	60%

- 2.36 Based on the above, the proposed Greggs will attract the following primary 'New to the study area network' trips based on the above trip types and surveyed Ipswich Greggs vehicle trip attraction.

Table 5 – Trip Attraction (20 % Primary)

	Arrivals	Departures	Total
AM Peak (08:00-19:00)	12	9	21
PM Peak (17:00-18:00)	1	1	1
SAT Peak (12:00-13:00)	8	10	18

N.B rounding has been undertaken.

- 2.37 Based on the above, the proposed Pod will attract a negligible number of new trips during the network peak hours.

RBC Comment 2 (Site Access – Pedestrian Access): -

"Pedestrian access to the site is to be gained via the existing Public Highway located directly south of the application site and to facilitate this the existing wall is to be removed.

An existing dropped kerb is located in close proximity to the site which facilitates access to some informal parking however, this has been deemed acceptable.

There is an area of concern in that pedestrian movements would be obstructed by the proposed external seating as this would create an obstruction for those with push chairs and in particular customers with disabilities including those accessing from the adjacent disabled bays.

To ensure that suitable access can be provided to the facility a dedicated 2m footway must be provided between the Public Highway and the Pod Unit."

Connect Response 2 (Site Access – Pedestrian Access): -

- 2.38 As shown on the updated site layout at Appendix 1 a 2m footway is shown between the edge of the public highway and entrance to the Pod. A 1.7m footway is also shown alongside the POD connecting the entrance with parking to the north.

RBC Comment 3 (Site Access – Vehicle Access): -

“Vehicular access is to be gained via the existing junction of Hyperion Way and Rose Kiln Lane, although the proposed use will generate an increase in trips, the principal use of this access is deemed acceptable.”

Connect Response 3 (Site Access – Vehicle Access): -

- 2.39 Noted.

RBC Comment 4 (Site Access – Servicing):

“The proposed development is to be serviced via the existing access road which is 6m in width and as such is sufficient to facilitate two-way movement of larger vehicles. No dedicate servicing area is proposed for the Pod Unit with the Transport Statement specifying that servicing will take place to the north of the Pod Unit.

It is noted that vehicles undertaking any servicing operation will obstruct access to parking facilities dedicated to not only the proposed facility but also retained spaces for the wider Trade Park. The Highway Authority refers to the Councils Parking Standards and Design SPD that stipulates within Section 4 that a development of this proposed use and up to 500sqm requires the provision of a dedicated loading bay.

As such a revised drawing is required provided a dedicated loading facility for the Pod Unit that does not obstruct access to parking for the remainder of the Trade Estate.”

Connect Response 4 (Site Access – Servicing): -

- 2.40 It is noted that RBC accept that the existing access road, which is 6m in width, is sufficient to facilitate two-way movement of larger vehicles.
- 2.41 The delivery and servicing parking standards set out in the Reading Brough Council document ‘Revised Parking Standards and Design SPD’ dated 31st October 2011 are provided at Figure 2 below.
- 2.42 As shown below the RBC standards are ‘maximum’ opposed to ‘minimum’ standards and so the provision of less than one space is acceptable. On this basis no dedicated loading bay is required or proposed.

Figure 2 – Maximum Delivery and Servicing Parking Standards

	Maximum Standards
	Zone 2 – 4*
Land Use	
A1 Food Retail/ Non-Food Retail	Up to 500 m ² : 1 loading bay 501-1,500 m ² : 2 loading bays 1,500 + : 3 loading bays
A3 Restaurants & Cafes	
A4 Eating Establishment	
B1(b) Research & High Tech	
B1(c) Light Industrial	
B2 – B7 General & Specific Industrial	
B8 Storage & Distribution	

* Zone 1 will be based on the merits of the application.

- 2.43 Greggs have confirmed that the proposed POD will be serviced using an 18 tonne, 10m rigid vehicle once a day. Servicing will take around 10-15 minutes reiterating that a loading bay is not required given the short servicing period.
- 2.44 Swept path analysis of an 18 tonne, 10m rigid vehicle servicing the proposed Greggs is provided at Appendix 2. As detailed in the Connect October 2022 TS, servicing is proposed to be undertaken to the north of the yellow box markings.
- 2.45 The position of the service vehicle shown on the swept path drawing at Appendix 2, will disrupt / block three of the Trade Park parking spaces. The spaces are located to the rear of City Plumbing and so are more likely to be used by staff than customers.
- 2.46 Given the results of the parking survey (shown at response 5 below) Hyperion Trade Park had a maximum surveyed weekday parking occupancy of 142 vehicles, with more than 47 free spaces at peak demand. Even with the proposed Greggs in place, there will be ample alternative parking spaces (to the three effected spaces) for the 10-15 minutes when servicing is occurring.
- 2.47 RBC has identified the Greggs Pod Unit on White House Road, Ipswich as comparable to the proposed Pod. The Ipswich Pod does not have a dedicated service / loading bay and is serviced from a similar trade park access road (providing access to Quantum Business Park).
- 2.48 Based on the above, the proposed on-road servicing arrangement is suitable for the proposed development, accords with RBC standards and will not adversely affect the parking capacity of the Trade Park. It is also widely undertaken at other Greggs units.

RBC Comment 5 (Car Parking): -

"As with the Trip Generation assessment highlighted above the Highway Authority have concerns regarding the proposed car parking provision for the site. These issues relate to no thorough assessment being undertaken to account for all of the proposed uses within Class E to establish a worst-case scenario.

It should also be stressed that the proposed facility will not be provided with a drive thru facility and therefore all customers travelling by car will be required to park and therefore the car park accumulation based on a coffee shop with drive thru is not an acceptable comparison with many customers associated with that use having much shorter dwell times.

The parking assessment undertaken by the applicant is therefore unacceptable as it does not fully assess the wide range of uses that could be implemented within Class E. Without this thorough assessment being undertaken a car parking provision of 22 spaces would be required in accordance with the restaurant use as specified within the Councils adopted Parking Standards and Design SPD.

The proposed development does result in a reduction of 9 car parking spaces for the wider trade park which currently accommodates 140 spaces. Although the industrial estate already provides parking in excess of the Councils adopted Parking standards the applicant has undertaken a car parking accumulation assessment based on TRICS data.

The assessment undertaken identifies that the proposed reduction in parking will not impact the overall parking capacity of the Trade Park, with a current maximum occupancy of less than 60 parking spaces. However, when the Highway Authority have reviewed the sites selected by the applicant it is noted that only 3 of the 10 sites selected would have a comparable car parking provision with many of the sites having reduced parking. This could therefore lead to reduce vehicles movements to and from the site therefore resulting in a lower car parking occupancy when an accumulation assessment is undertaken.

It should be stressed that this method of assessing parking as taken by the applicant is not appropriate in this case given that the site is fully operational and therefore a more accurate assessment of the existing car parking would have been to have undertaken an actual car parking surveys for the site. This would have established the actual use at the site. Given that the Highway Authority have concerns regarding the car accumulation assessment undertaken via TRICS a car parking survey must be undertaken."

Connect Response 5 (Car Parking): -

- 2.49 Following the above comments, a car park beat survey of Hyperion Trade Park and the surrounding area was undertaken on Tuesday 13th and Wednesday 14th December 2022.
- 2.50 The survey was undertaken using a method similar to the widely adopted Lambeth survey methodology. As the development is commercial in nature, the parking survey was undertaken to cover the area where future employees / customers may want to park. Figure 3 below details the 'extent of survey methodology' taken from the 'Lambeth Council Parking Survey Guidance Note'.

Figure 3 – Parking Survey Methodology

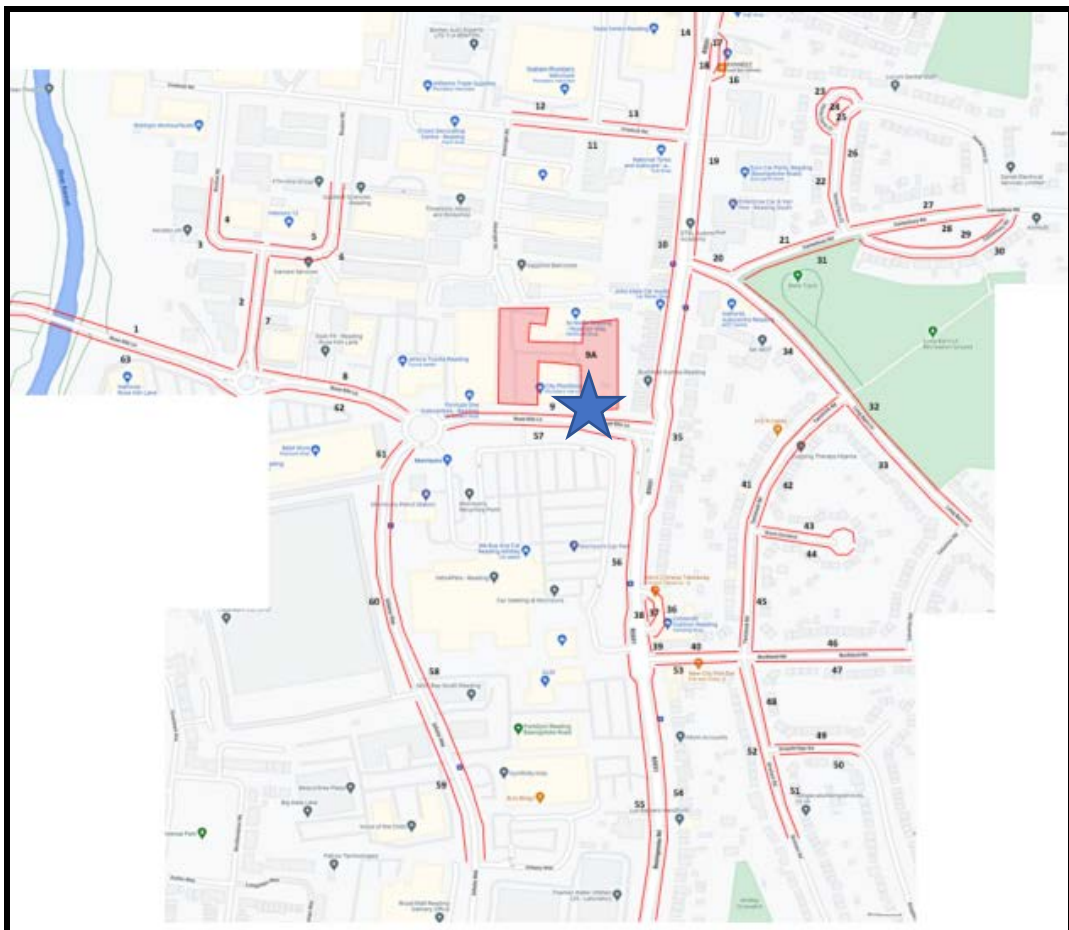
All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

Source: Lambeth Council

- 2.51 All roads within 500m walk distance of the proposal site have been surveyed as well as the remaining lengths of road (e.g. to the next junction) as shown below.
- 2.52 Hourly parking beats were recorded between 6am and 8pm.

Figure 4 – Parking Survey Extent



- 2.53 In terms of the 142 spaces at Hyperion Trade Park, the results of the parking beat survey are shown below.

Table 6 – Existing Parking Beat Results Hyperion Trade Park

Beat Time	Tuesday 13 th December			Wednesday 14 th December		
	Parked With Marked Bay	Parked outside of Marked Bay	Percentage Occupied	Parked With Marked Bay	Parked outside of Marked Bay	Percentage Occupied
06:00:00	35	7	30%	21	4	18%
07:00:00	44	11	39%	34	3	26%
08:00:00	56	19	53%	56	13	49%
09:00:00	70	17	61%	68	16	59%
10:00:00	75	16	64%	68	13	57%
11:00:00	80	14	66%	76	14	63%
12:00:00	79	16	67%	72	12	59%
13:00:00	76	17	65%	71	14	60%
14:00:00	68	10	55%	69	12	57%
15:00:00	69	11	56%	67	10	54%
16:00:00	68	11	56%	57	9	46%
17:00:00	46	6	37%	48	6	38%
18:00:00	30	5	25%	28	4	23%
19:00:00	24	4	20%	22	6	20%
20:00:00	22	4	18%	20	5	18%

- 2.54 The above survey shows a maximum occupancy of 67% (79 vehicles parked within bays and 16 parked outside of bays) at 12pm on Tuesday 13th December. The maximum occupancy on Wednesday 14th December was 60% at 1pm.
- 2.55 Based on the above, Hyperion Trade Park (as presented using TRICS data within the Connect October 2022 TS) has ample spare capacity, over 47 spaces at peak weekday demand.
- 2.56 The proposed removal of nine spaces to provide the pod unit with seven spaces (a loss of four spaces – as two adjacent spaces are used for the proposed development) will therefore not adversely affect the overall capacity of the Trade Park.
- 2.57 In terms of the wider area (within 500m of the proposal site), the results of the parking beat survey are shown below. The survey recorded 296 unrestricted parking spaces.

Table 7 – Existing Parking Beat Results 500m of Proposal Site

Beat Time	Tuesday 13 th December		Wednesday 14 th December	
	Number Parked	Percentage Occupied	Number Parked	Percentage Occupied
06:00:00	162	55%	155	52%
07:00:00	155	52%	151	51%
08:00:00	162	55%	153	52%
09:00:00	157	53%	158	53%
10:00:00	155	52%	164	55%
11:00:00	166	56%	154	52%
12:00:00	161	54%	161	54%
13:00:00	155	52%	154	52%
14:00:00	148	48%	151	51%
15:00:00	148	50%	137	46%
16:00:00	151	51%	150	51%
17:00:00	163	55%	148	50%
18:00:00	143	48%	148	50%
19:00:00	139	47%	137	46%
20:00:00	148	50%	141	48%

- 2.58 The above survey shows a maximum occupancy of 56% (166 vehicles parked in unrestricted parking spaces) at 11am on Tuesday 13th December. The maximum occupancy on Wednesday 14th December was 55% at 10am.
- 2.59 The above survey results show that not only is there spare parking capacity within Hyperion Trade Park, but there is also ample spare capacity on local roads within 500m of the proposed Pod.
- 2.60 In addition to the Reading parking beat survey, a CCTV parking beat was undertaken of the parking at the Greggs Pod on White House Road, Ipswich.
- 2.61 As detailed above, similar to the proposed Pod, the Ipswich Pod has eight dedicated parking spaces to the front of the unit. These spaces are marked with paving opposed to white lines and, from the video footage, nine vehicles are observed to be able to park within this area. For the purpose of the assessment the capacity has been assumed as nine spaces.
- 2.62 15-minute parking beats were recorded on Friday 9th and Saturday 10th December between the Pod opening hours of 6am and 6pm. The results are shown below.

Table 8 – Parking Beats – Greggs Pod Ipswich

Time	Friday 9 th December 2022		Saturday 10 th December 2022	
	Occupancy	Percentage Occupancy	Occupancy	Percentage Occupancy
06:00	3	33%	1	11%
06:15	3	33%	1	11%
06:30	5	56%	2	22%
06:45	3	33%	2	22%
07:00	4	44%	1	11%
07:15	4	44%	3	33%
07:30	4	44%	1	11%
07:45	7	78%	3	33%
08:00	6	67%	2	22%
08:15	7	78%	1	11%
08:30	9	100%	2	22%
08:45	6	67%	4	44%
09:00	5	56%	6	67%
09:15	8	89%	6	67%
09:30	7	78%	7	78%
09:45	7	78%	5	56%
10:00	6	67%	8	89%
10:15	7	78%	8	89%
10:30	7	78%	7	78%
10:45	5	56%	7	78%
11:00	5	56%	6	67%
11:15	5	56%	2	22%
11:30	5	56%	5	56%
11:45	3	33%	5	56%
12:00	7	78%	9	100%
12:15	8	89%	6	67%
12:30	7	78%	6	67%
12:45	6	67%	4	44%
13:00	9	100%	6	67%
13:15	8	89%	7	78%
13:30	6	67%	8	89%
13:45	7	78%	7	78%
14:00	8	89%	4	44%
14:15	3	33%	4	44%
14:30	4	44%	5	56%
14:45	4	44%	5	56%
15:00	3	33%	3	33%
15:15	6	67%	5	56%
15:30	4	44%	3	33%
15:45	4	44%	4	44%
16:00	6	67%	2	22%
16:15	4	44%	1	11%
16:30	6	67%	2	22%
16:45	5	56%	1	11%
17:00	4	44%	1	11%
17:15	1	11%	1	11%
17:30	1	11%	3	33%
17:45	1	11%	1	11%

- 2.63 The above results show that there were three instances (8:30 and 13:00 on Friday 9th and 12:00 on Saturday 10th) where the spaces operated at capacity (9 spaces). The average occupancy was five spaces on Friday and four on Saturday.
- 2.64 The below images are from each of the peak occupancy periods (where nine vehicles are parked within the eight spaces). At these points no vehicles are observed to park on the local road network.

Figure 5 – Nine Vehicle Occupancy at 08:34 on Friday 9th



Figure 6 – 9 Nine Occupancy at 13:00 on Friday 9th



Figure 7 – Nine Vehicle Occupancy at 12:59 on Friday 10th



- 2.65 Table 8 above shows that there were 10 incidences when the parking accumulation was over seven (the proposed Reading Pod parking provision).
- 2.66 This equates to up to 150 minutes out of the 1,440-minute survey period, up to 10% of the time.
- 2.67 Given the surveyed parking capacity within the wider Trade Park detailed above, any overspill during this time can be accommodated within the Trade Park as well as and within the wider area.

RBC Comment 6 (Disabled Car Parking):

“The proposed development provides for 2 disabled parking spaces that are located 13m from the junction with Rose Kiln Lane. As identified at the Pre-Application stage these spaces would be within 20m of the junction and as such would not be acceptable. This requirement is stipulated within the Councils adopted Geometric Design Guidance for Residential Accesses on to Classified Roads and Commercial Accesses on to Adopted Roads, which states the following at paragraph 4.7:

Where a commercial access road joins a classified road no junctions with other roads or accesses to parking areas should be provided along the first 20 metres of the access road to help ensure that parking does not occur on the non-priority road carriageway close to the junction.

This requirement is also to ensure that there would be no conflict between movements that would obstruct access into the site. The applicant has specified within the Transport Statement that a swept path analysis has been provided that shows a full sized artic (16.5m) can wait clear of Rose Kiln Lane for a vehicle to exit the proposed disabled parking without obstruction. However, this is not the case given that the swept path analysis only indicates that for a 12m rigid vehicle the swept path analysis for the 16.5m articulated vehicle illustrates that the vehicle can wait ahead of the parking bays opposite the proposed Pod Unit but the new disabled bays proposed as part of this application.

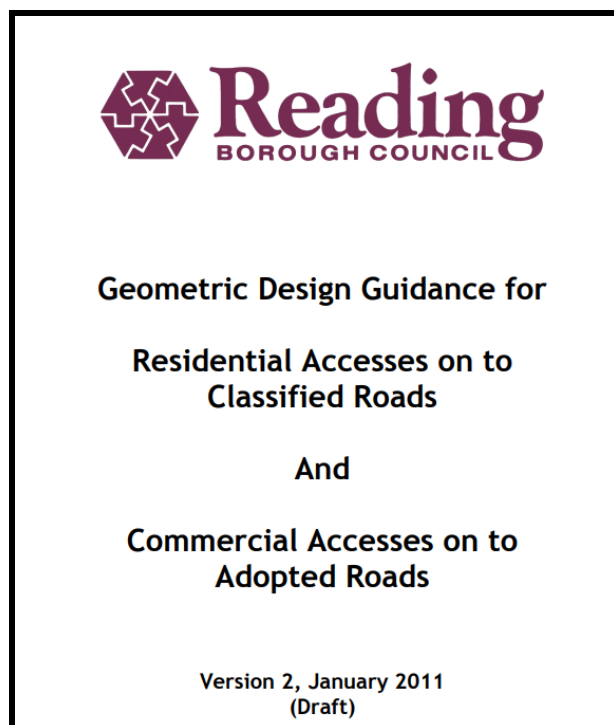
It is also noted that the tracking for the disabled bay would require the vehicle to be parked off centre to avoid conflict with the adjacent kerb. Given that a 6m forecourt depth is provided this would seem an odd parking requirement and I can only guess that this has been illustrated to remove conflict with the oncoming 12m rigid. This analysis should be updated to reflect a vehicle existing in both forward and reverse gear from the centre of the proposed bay.

Given the above a revised parking layout must be submitted relocating these spaces."

Connect Response 6 (Disabled Parking): -

- 2.68 The above response refers to the RBC document "*Design Guidance for Residential Accesses on to Classified Roads and Commercial Accesses on to Adopted Roads*".
- 2.69 A link to the document is provided on the RBC website however it clearly states that the document is in draft form (<https://www.reading.gov.uk/planning-and-building-control/transport-development-control/>) and so it was not referenced within the October 2022 TS.

Figure 8 – DRAFT Policy Document



- 2.70 The document states that Rose Kiln Lane between the A33 and B3031 is a classified 'C' Road, hence why the RBC guidance in relation to 'classified roads' is provided.
- 2.71 The site layout has been reviewed to examine alternative locations for the disabled spaces (previously located within 20m of the junction with Rose Kiln Lane).

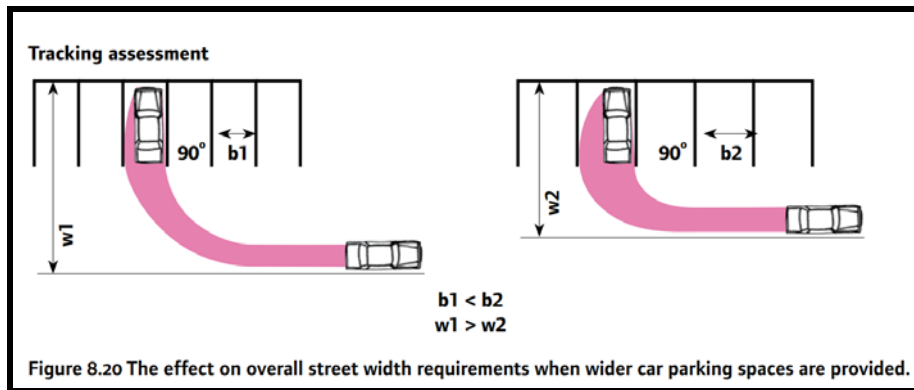
- 2.72 Moving the Pod unit closer to Rose Kiln Lane, to provide space for the disabled parking to the rear of the unit was investigated, however, the building position is largely dictated by the amount of drainage to the front of the site which would all need to be moved as well as a petrol interceptor if the unit was moved forward. The cost of moving these would affect the scheme's viability and so is not possible.

Figure 9 – Existing On-Site Drainage



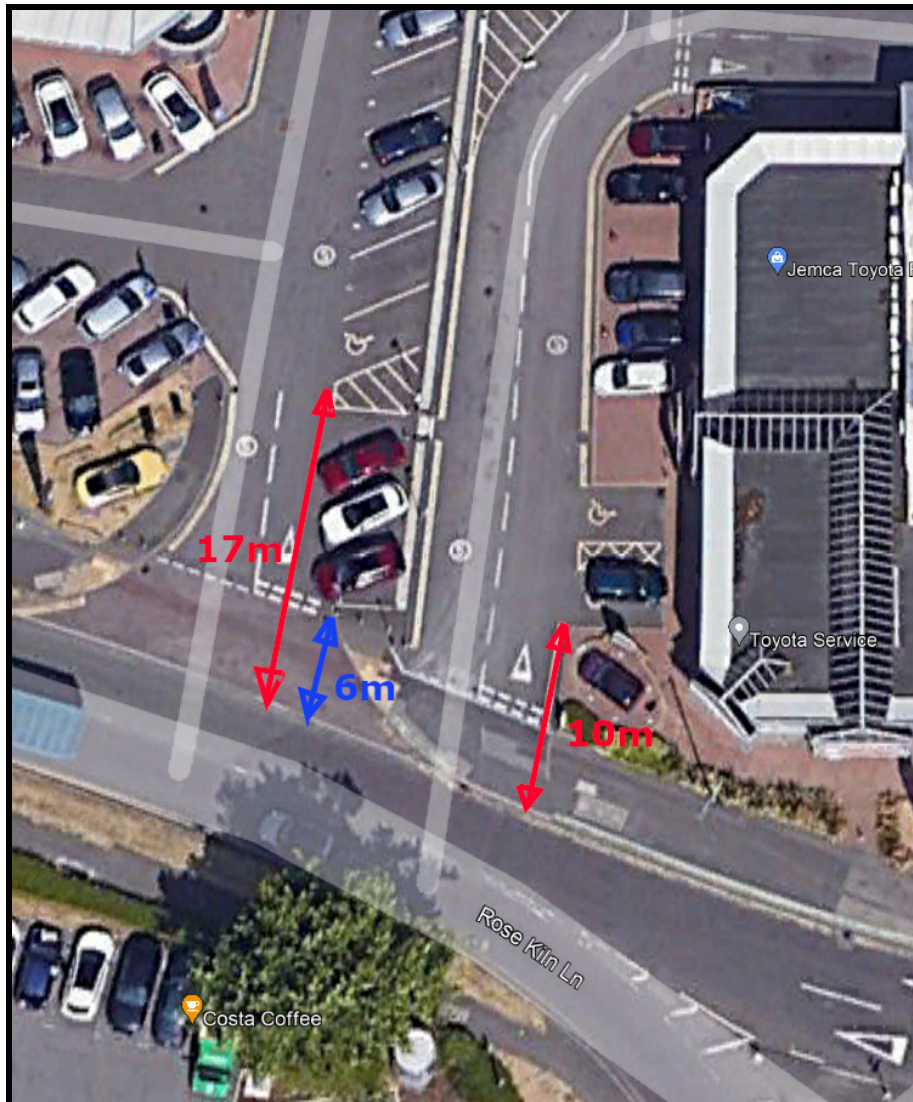
- 2.73 As shown at Appendix 1, the proposed layout has been updated to move one of the disabled spaces to the north of the unit. This has resulted in loss of one parking space within the red line boundary (from eight to seven), however the disabled parking space is now more than 20m from the junction with Rose Kiln Lane (in accordance with the RBC guidance).
- 2.74 As the aisle width (of the spaces to the north of the unit) is under 6m, the width of the spaces have been increased in width in accordance with the Manual for Streets guidance shown at Figure 10 below.

Figure 10 – MfS Space Width Assessment



- 2.75 In order to provide two disabled spaces (which was requested by RBC in an email to Connect dated 2nd March 2023), given the constrained site size, one will continue to be proposed to the south of the unit using the space which cannot be built (due to drainage) on shown at Figure 9 above.
- 2.76 As shown on the plan at Appendix 1, the proposed disabled space to the south of the unit is located almost 19m from the stop line on Rose Kiln Lane (just outside of the 20m RBC distance). Based on this the proposed development now broadly accords.
- 2.77 Swept path analysis at Appendix 2 confirms that an estate car can reverse out of the proposed southern disabled bay whilst a 16.5m articulated vehicle waits clear of the classified highway within the Trade Park access road. Any vehicle exiting the disabled space in forward gear will be able to wait within the proposed space until an HGV has passed.
- 2.78 In the wider area there are also a number of examples of where parking spaces (including disabled spaces) are located closer than 20m to a junction with a classified road (including Rose Kiln Lane) demonstrating the acceptability of the above. As shown at Figure 11 below.

Figure 11 – Parking Spaces Closer than 10m to a Classified Road



Source: Google Earth

RBC Comment 7 (EV Charging):

- 2.79 *"No EV Charging points have been provided as part of this application but should it be deemed that 10 spaces or more are required then in accordance with the Councils adopted Local Plan, Policy TR5, then 10% of that provision must include EV charging facilities."*

Connect Response 7 (EV Charging): -

- 2.80 The parking assessment presented above (based on the Ipswich Greggs Pod which is the same size as the proposed Pod), confirms that no more than 10 parking spaces are needed for the proposed Pod. As less than 10 spaces are proposed, no electric vehicle charging spaces will be provided.
- 2.81 As the dwell time for Greggs Pod trips is also very short, customers would not have time to charge their electric vehicle, and so by providing a charging point will encourage long stay parking. This in turn would affect the parking accumulation.

- 2.82 There are also charging points near-by at Toyota Reading and Oldfield Retail Park.

RBC Comment 8 (Cycle Parking):

“The cycle parking standards applicable to the proposed development are also set out in the Reading Brough Council document Revised Parking Standards and Design SPD.

As specified by the applicant the document includes the following standards for takeaways and restaurants / cafes located in Zone 3, a minimum of 1 space per 6 staff and 1 space per 300 sq.m GFA. As has been identified previously this proposal is for Class E and not a takeaway and no assessment has been undertaken of the other uses within the Class E bracket. This assessment must therefore be undertaken to establish a worst-case scenario.

Although the Transport Statement confirms that 2 spaces would be required the proposed layout does not illustrate the provision of any cycle parking. A further assessment is therefore required to establish the correct amount of cycle parking required and also a revised drawing illustrating this provision.”

Connect Response 8 (Cycle Parking): -

- 2.83 As detailed above the client has confirmed that the proposed use will be restricted to use Class E a/b.
- 2.84 The parking standards set out in the Reading Brough Council document ‘Revised Parking Standards and Design SPD’ dated 31st October 2011 refer to the pre-September 2020 planning use classes. Use classes E(a) and E(b) effectively replace former use classes A1 and A3.
- 2.85 The A1 (food retail) and A3 (restaurants & cafes) cycle parking standards set out in the RBC SPD for Zone 3 (where the proposal site is located) state that a minimum of 1 space per 6 staff and 1 space per 300 sq.m GFA should be provided.
- 2.86 13 staff are proposed (3 full time and 10 part time, with no more than 5 onsite at any one time). Based on 5 being onsite and a 112 sq.m pod unit, the above standards equate to a minimum of 1 space for staff and a minimum of 1 space for customers.
- 2.87 The updated site layout at Appendix 1 shows the 2 cycle hoops, providing parking for 4 cycles.

APPENDIX 1 – PROPOSED SITE LAYOUT



SUBJECT TO SITE SURVEY, CONFIRMATION OF LEGAL BOUNDARIES, SITE CONSTRAINTS & HIGHWAYS

THE HARRIS GROUP LTD DOES NOT ACCEPT LIABILITY FOR ANY DEVIATION FROM OUR DRAWINGS OR SPECIFICATION



HYPERION TRADE PARK

140 CAR PARKING SPACES
(INC.2 DDA SPACES)
SITE AREA 430m²/0.106 Acres

1No. x new DDA parking spaces, with dropped kerbs

New proposed treated softwood bin store enclosure

Existing speed bumps to be retained

Existing hedge to be removed

Existing carparking bays (re-whiteline)

Ex. Soft Landscaping

tree removed where hatched to G2

Gravel to rear footpath

tree removed where hatched to G2

New landscaping

Soft Landscaping

New proposed Gregg's Pod

Proposed roof line

trees removed where hatched

2No cycle hoops

New concrete paving slab seating area

1No. x new DDA parking spaces, with dropped kerbs

Existing trees to be cut back max. 50% and retained to boundary to G1

New concrete paved access path min. 2000 wide to entrance

Soft Landscaping

Existing signage board to be removed

Existing brick boundary wall to be removed

2000 wide path to frontage

Existing vehicle height restrictive barrier to be removed

Existing hedge to be removed

Gregg Pod Unit
GEA : 131m²
GIA : 112m²
SITE AREA : 430m²
0.0433 HECTARES

8430

13200

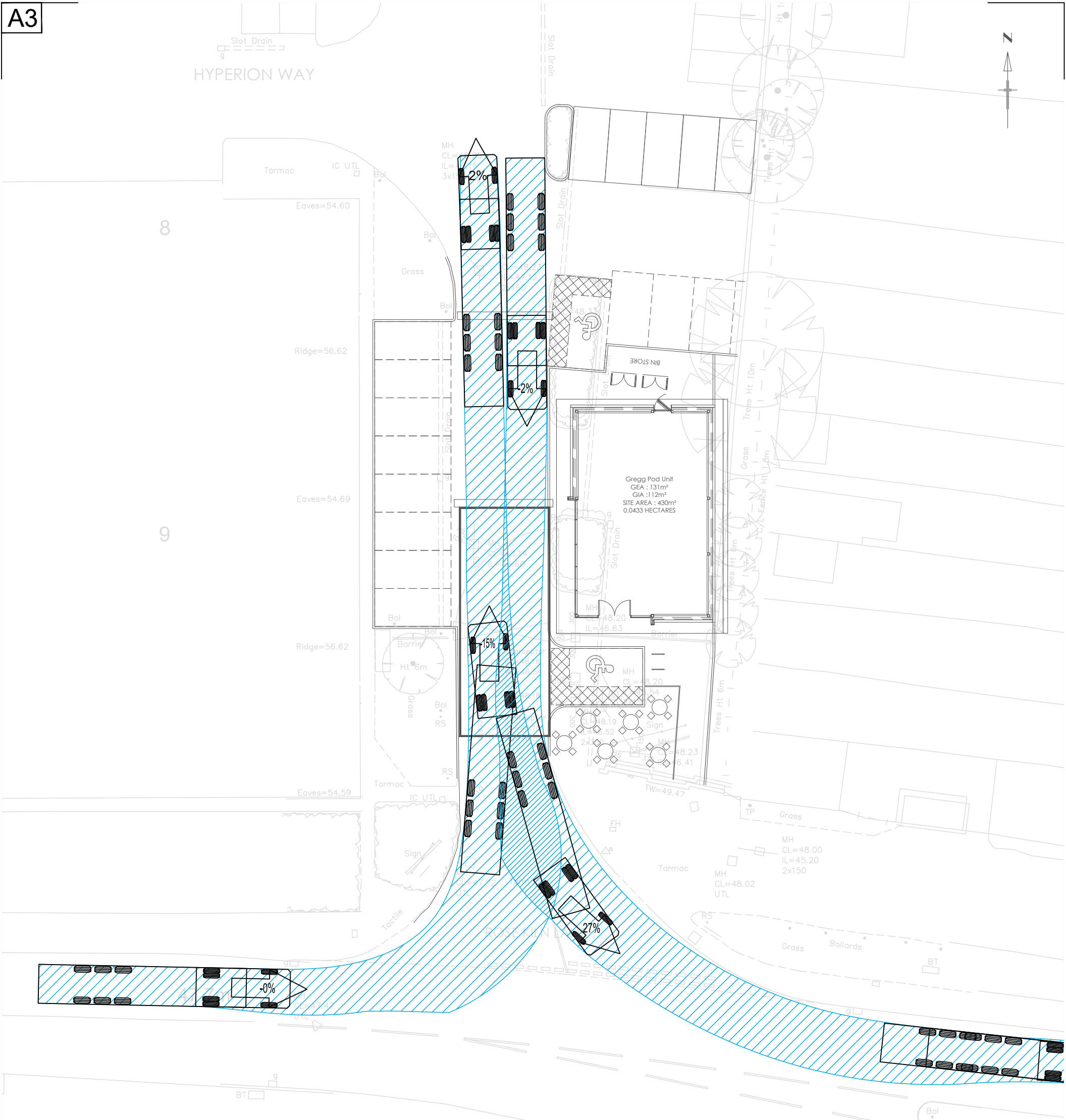
SEATING AREA

J	23.03.2023	RED LINE CORRECTED	MC	GH
H	28.02.2023	CYCLE HOOPS ADDED, SEATING AREA AMENDED	MC	GH
G	27.02.2023	PARKING CORRECTED, TREE NOTES AMENDED, TREE TO BE REMOVED TO G2.	MC	GH
F	14.10.2022	TREE NOTE AMENDED	ERJ	-
E	11.10.2022	2No PARKING SPACES ADDED WITH RED LINE	ERJ	-
D	03.10.2022	AMENDED LANDSCAPE, KERBS TO MATCH SURVEY	ERJ	-
Rev	Date	Description	Rev By	Chk'd By

Project Title		PROPOSED GREGGS POD UNIT				Drawing Title		PROPOSED SITE PLAN			
		HYPERION TRADE PARK HYPERION WAY READING RG2 0HG				Job-Dwg No		16740-102		Rev	J
Client		JLL BUILDING CONSULTANCY				☐ 2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800 ☐ Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555 ☒ The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577 ☐ 101 London Road, Reading, RG1 5BY t. 0118 9507700 ☐ 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215					
Status		PLANNING									
Scale		1:200		Drawing Size							
Date		26.01.2021	Drawn By	DM	Checked	GH	 THE HARRIS PARTNERSHIP ARCHITECTS www.harrispartnership.com				



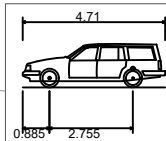
APPENDIX 2 – SWEPT PATH ANALYSIS



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m
Steering Restriction	90%

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CONNECT CONSULTANTS LTD, 78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG Tel: 01454 320 220 Web: www.connect-consultants.com Fax: 01454 320 099 Email: bristol@connect-consultants.com	QUALITY MANAGEMENT SYSTEM ISO 9001 : 2015 FS 594947	client JLL DEVELOPMENTS	scale 1:250	date MARCH 2023
		project READING HYPERION TRADE PARK	drawn by T.A.S	checked by R.H.L
		title SWEPT PATH ANALYSIS FTA DESIGN ARTICULATED VEHICLE	drawing number 22107 - TR001	
			status PLANNING	rev. A



Technical drawing of a truck chassis showing dimensions and axle specifications. The drawing includes a side view of the chassis and a detailed view of the axle assembly.

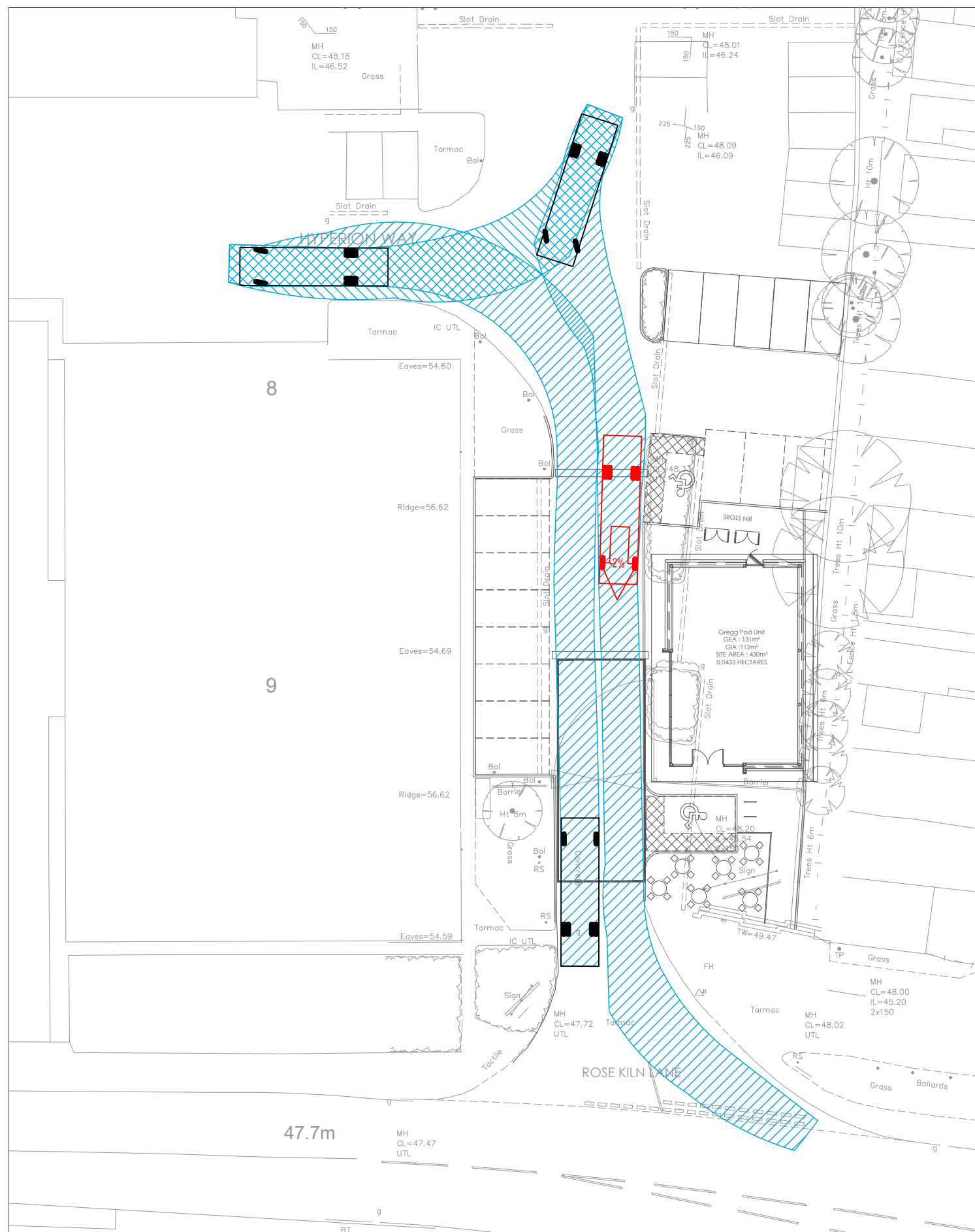
Dimensions:

- Overall length: 13.61
- Distance from front to first axle: 6.16
- Distance from front to second axle: 4.48
- Distance from front to third axle: 3.8
- Distance from front to fourth axle: 6.47
- Distance from front to fifth axle: 4.34
- Distance from front to sixth axle: 4.33
- Distance from front to seventh axle: 2.87

Specifications:

- Max 90° Horiz
- Max 10° Vert

FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
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client
JLL DEVELOPMENTS

project
READING
HYPERION TRADE PARK

title
SWEPT PATH ANALYSIS
FTA DESIGN 18 TONNE 10M RIGID VEHICLE

date MARCH 2023	drawn by T.A.S	checked by R.H.L
scale N.T.S	status PLANNING	
drawing number 22107 - TR005		rev.