

TECHNICAL NOTE

Job Name: Station Hill North
Job No: 44470/5502
Note No: TN018
Date: 26th May 2020
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Subject: **Planning Amendment – Transport and Waste Update**

Introduction

This Technical Note has been prepared to summarise amendments made to Phase 2 of the Station Hill North Planning Application (Ref 192032/HYB). A Transport Assessment (Dec 2019) (TA) was submitted in support of the application. This note highlights the amendments proposed relating to transport and waste matters since the TA was prepared and implications in terms of impact.

It should be noted that consultation comments from Reading Borough Council's (RBC) Highway Development Control team related to the TA were received on the 28th April 2020. The amended scheme submitted was developed before these comments were received and therefore the scheme has not been adapted to accommodate for any relevant comments made by RBC at this time, and these will be responded to in due course to reflect the amended scheme now submitted.

Summary Amendments

The amended scheme makes the following changes relevant to the information provided within the TA:

- Amendments to land uses quantum within Plot G (One Station Hill);
- Amendments to the Plot G cycle store;
- Amendments to the Plot G waste store;
- Reduction in car parking proposed within Phase 2 of the development and modifications to the vehicle access and car parking layout.

Land Use Quantum

Further design development has led to alterations to the land use quantum being sought within Plot G of the development. A comparison between the land use quantum within the original application and that now proposed is included within Table 1 below:

Table 1: Plot G Land Use Comparison (GIA sqm)

	Original Floor Area	Updated Floor Area	Net Change
Office (B1)	33,189	34,736	+1,547
Flexible Retail and Leisure (A1-A5, B1, D1 & D2)	1,816	1,174	-642
Total Floor Area	35,005	35,910	+905

The TA included a robust assessment of the development with Plot G having a higher floor area than what was proposed within the application. A comparison between the areas assessed within the TA and those now proposed are included within Table 2 below:

Table 2: Transport Assessment Plot G Land Use Comparison (GIA sqm)

	TA Floor Area	Updated Floor Area	Net Change
Office Use	35,259	34,736	-523
Retail Use	992	1,174	+182
Total Floor Area	36,251	35,910	-341

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It can be seen from Table 2 that the TA assessed a higher land use quantum within Plot G than that now proposed (overall floor area having reduced by 341 sqm). The alterations result in a reduction in office floor area with an increase in proposed retail area (-523 sqm and +182sqm respectively).

Vehicle Trip Generation – Phase2/3 Overall

The car parking proposals detailed within the TA were developed in accordance with RBC's maximum parking standard for office use. The original scheme proposed 141 office parking spaces ($35,259 / 250 = 141$ spaces) for Plot G, with 122 spaces provided within Phase 2 and a further 19 provided within Phase 3.

With the reduction in Plot G's office floor area to 34,736 the total number of office spaces now able to be accommodated for is 139 spaces ($34,736 / 250 = 139$ spaces) based on RBC's maximum parking standards. The updated scheme therefore proposes to provide 2 less office car parking spaces for Plot G with 139 spaces now proposed in total across Phase 2 and 3. Following the strategy outlined within the TA these 2 spaces previously for Plot G would be re-allocated as public spaces so the total number of spaces proposed within Phases 2 and 3 remain at 835 spaces.

Using the same methodology described within the TA the vehicle generation during the peak hours for 523 sqm of office has been compared with the vehicle generation of 2 public car parking spaces. This is presented below within Table 3:

Table 3: Vehicle Trip Generation Comparison

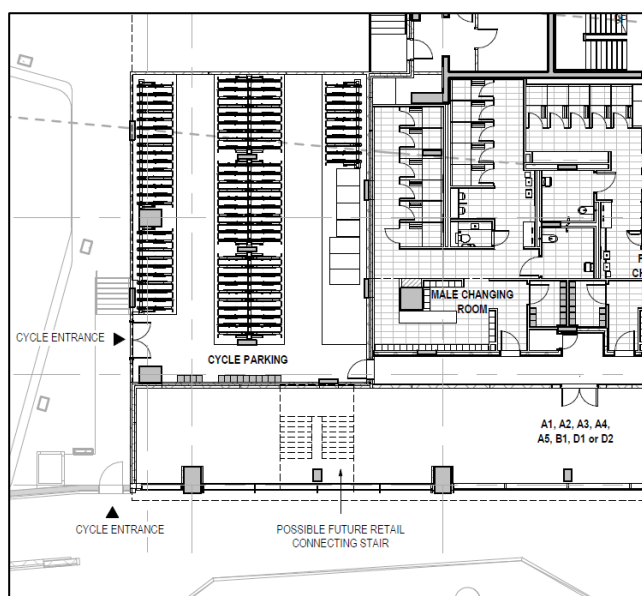
Land Use	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	Depart	2 Way	Arrive	Depart	2 Way
Office (523 sqm)	1.00	0.07	1.08	0.06	0.90	0.96
Public Car Parking (2 spaces)	0.61	0.01	0.62	0.07	0.47	0.55
Net Change	-0.40	-0.06	-0.46	+0.01	-0.43	-0.42

It can be seen within Table 3 that there is expected to be no material difference in vehicle generation with the re-allocation of 2 spaces from office to public use, with the additional public spaces generating 0.4 less two-way trips during both peak periods than what was assessed within the TA.

Cycle Store

A revised cycle store is now proposed to serve Plot G, this is shown on Figure 1 below:

Figure 1: Plot G Cycle Store



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The cycle store accommodates 186 bicycles via two-tier cycle racks and includes lockers to store 8 Brompton style bicycles (within a two-tier locker system) with further space for 3 electric scooters/mobility scooters.

As a minimum, RBC standards specify that cycle parking for office use should be provided at 1 space per 200m².

Therefore, for the 34,736 sqm of office floor area cycle parking should be provided to store 174 bicycles for office users.

RBC standards specify that for retail facilities these should be provided at 1 space per 6 staff and an additional visitor space per 300sqm.

To calculate the minimum retail employee cycle parking requirements the staff numbers for Plot G have been estimated using the Homes and Communities Agency Employment Density Guide (3rd Edition). This suggests a retail employment density of 15-20 sqm for retail NIA. Using 1 employee per 17 sqm of retail GIA (1,174 sqm) would suggest 69 staff. On this basis storage for 12 bicycles would be required as a minimum to meet RBC's requirement for retail staff (69 staff / 6 = 12 spaces).

The combined staff total requirement is therefore 186 spaces, compared with the planned provision for 186 standard + 8 folding bike stores, thereby exceeding standards.

Retail visitors should be provided with 4 spaces (1,174 sqm (GIA) / 300 sqm). The visitor spaces are accommodated within the 60 spaces being proposed within the public realm during Phase 2.

RBC's minimum cycle parking requirement is therefore exceeded by the amended scheme

Waste Store

Table 4 below shows the estimated waste storage capacity required for the office component to Plot G based on a ratio of 70% separated recyclables, 30% residual and calculated using ADEPT 'Making Space for Waste' guidance.

Table 4: Plot G Office Waste Generation 34,736 sqm

Office Collections	Residual 1,100 L waste bins	Recycling 1,100 L bins	Total 1,100 L bins required
Weekly	24	57	82
Twice Weekly	12	29	41
Three time a week	8	19	27

The anticipated retail waste generation is shown in Table 5. For the basis of this assessment it has been assumed, as a worst case in storage terms, that the retail is a restaurant use. The table below provides the initial estimate of the maximum storage requirements. The actual storage requirement is likely to be slightly lower, but this considers that additional space is likely to be needed for separation into different recyclable waste streams, for example food, paper/card, plastic etc. Each individual retail unit will have a storage area to hold one day's waste. The estimated waste storage required for the retail use is based on a ratio of 70% separated recyclables, 30% residual.

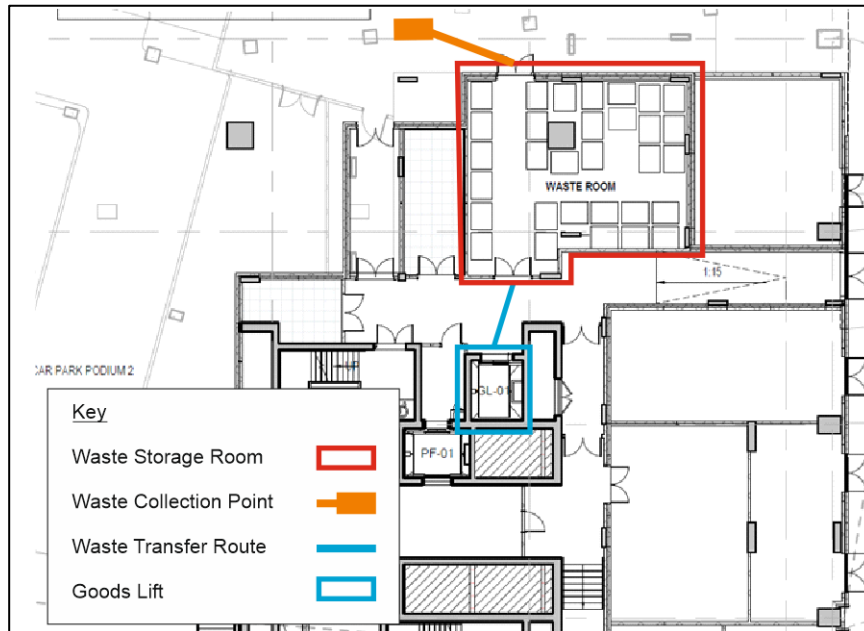
Table 5: Plot G Retail Waste Generation 1,174 sqm

Retail Collections	Residual 1,100 L waste bins	Recycling 1,100 L bins	Total 1,100 L bins required
Weekly	3	8	11
Twice Weekly	2	4	5
Three time a week	1	3	4

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The waste storage area has therefore been designed to accommodate 31 bins which would require collections three times a week for the retail and office waste generation. The revised waste storage area is shown below in Figure 2:

Figure 2: Plot G Waste Storage Room



Phase 2 Car Park

Within the TA it was proposed that 122 car parking spaces were proposed to serve the office accommodated within Plot G during Phase 2. The amended application significantly reduces this number to 70 spaces to accommodate for a revised phasing line.

As discussed previously, it is proposed that Plot G would eventually have 139 spaces in total (in accordance with RBC's maximum parking standards). Therefore 70 spaces are proposed within Phase 2 with the remaining 69 spaces proposed within Phase 3 for Plot G office users.

A slightly altered car parking entrance layout is also proposed still at the same location as the access included within the TA.

The office car parking provision accords with RBC's maximum parking standard and accords with RBC's retail car parking standards of not providing additional public parking within the central zone.

4 of these spaces are proposed to be disabled bays in accordance with RBC parking standards requirements which states for car parks with up to 200 spaces '3 disabled spaces or 5% of total capacity, whichever is greater' should be provided.

It is proposed that 20% active and 20% passive provision for future electric vehicle charging facilities will be provided as part of the Development proposals. For Phase 2 the scheme will therefore provide 14 active and 14 passive provision charging bays.

Motorcycle parking for three motorcycles is proposed which exceeds RBC parking standards, which equates to 2% of the total car parking provision (2% of 70 = 2 spaces).

The proposed altered car park access and layouts can be seen on Callison RTKL Drawings 1308 and 1309.

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Summary

The following summarises what has been presented within this note:

- The amendments proposed to Phase 2 of the development do not result in a material change to the likely vehicles generated within the peak hours.
- The amended cycle store provides a suitable cycle parking facility to meet RBC required cycle parking standards.
- Sufficient space for the storage of waste is proposed within the amended waste room.
- The amended car parking layout accords with RBC's parking standards.