

TECHNICAL NOTE

Job Name: Station Hill Blocks E and F
Job No: 44470
Note No: TN011
Date: 07/10/2020
Prepared By: E Few /C Brice
Subject: E and F Optimisation – Transport Addendum

1. Introduction

- 1.1. This Transport Addendum has been prepared by Stantec to provide Reading Borough Council (RBC) an overview of the key transport and highways matters that will arise as a result of the optimisation of Blocks E and F of the Station Hill development.
- 1.2. A Reserved Matters application for the scheme (190465/REM and 190466/REM) was approved in July 2019 for 538 units, 1,770sqm of retail floorspace and 855sqm of community floorspace as assessed within the accompanying Transport Statement.
- 1.3. This Transport Addendum has been prepared to support a Section 73 application to extend and amend the development quantum to provide:
 - 599 residential units; and
 - 1,355sqm commercial/retail/community floorspace.
- 1.4. This report summarises the key transport and highway matters as a result of the increase of 61 residential units and reduction of circa 1,270sqm commercial/retail/community floorspace as previously assessed.

2. Parking Arrangements

- 2.1. This section sets out the changes in parking arrangements for the scheme.

Vehicular Parking

- 2.2. No changes are proposed to the vehicular parking on the scheme. The scheme still proposes to provide 157 car parking spaces, 8 disabled and 5 motorcycle parking spaces as was agreed as part of the consented reserved matters application.

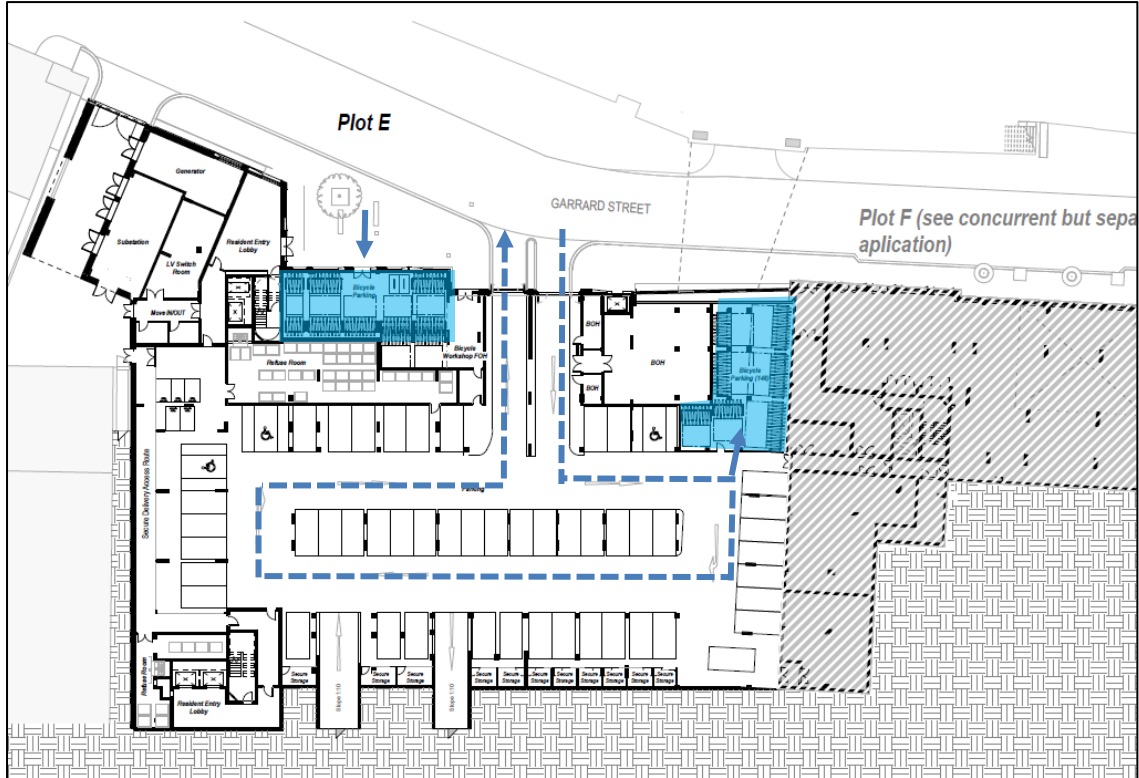
Cycle Parking

- 2.3. As a result of an increase in residential units of the scheme, additional cycle parking will be provided. The development will still comply with the current 2011 RBC Parking Standards and provide:
 - 305 residential spaces;
 - 12 spaces for staff;
 - 16 spaces for visitors
 - Total = 333 spaces

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- 2.4. The residential cycle parking will be provided within the car park podium at lower ground level in Two Tier Bike Racks, within two secure cycle stores as illustrated in **Figure 2.1** below. One store will be accessible from Friars Street, whilst the other accessed from the lower ground floor car park.

Figure 2.1: Residential Cycle Parking



- 2.5. The minimum employee requirement has been calculated using RBC standards for retail facilities, these state that as a minimum 1 space per 6 staff and an additional visitor space per 300sqm or floor area should be provided. To calculate the minimum employee cycle parking requirements the staff numbers for Plot E and F have been estimated using the Homes and Communities Agency Employment Density Guide (3rd Edition). This suggests a retail employment density of 15-20 sqm per employee. Using 1 employee per 20 sqm of floor area (1,355sqm) would suggest 68 staff.
- 2.6. On this basis storage for 12 bicycles is required as a minimum to meet RBC's requirement for staff ($68 \text{ staff} / 6 = 12 \text{ spaces}$). Visitors should be provided with access to a minimum of 5 spaces ($1,355 \text{ sqm} / 300 \text{ sqm}$) based on RBC standards.
- 2.7. The storage for the commercial and community uses will be provided in a secure cycle store accessible from Friars Walk for employees. This is illustrated in **Figure 2.2**.

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Figure 2.2: Commercial / Community Cycle Parking



- 2.8. Visitor cycle parking will be located on street at the access point to Friars Walk and on Garrard Street as previously agreed and provide space for 16 bicycles.

3. Delivery, Servicing and Waste Strategy

- 3.1. No changes are proposed to the delivery and servicing strategy for Plot E and F as a result of the proposals.
- 3.2. There are also no changes proposed to the waste strategy and waste storage for the additional units can be accommodated within the existing strategy.
- 3.3. As previously agreed, the bins will be housed within the refuse storage areas located on the ground and mezzanine floors of the car park. It is still proposed to carry out a twice weekly collection of the refuse bins which requires storage for an overall provision of 60 bins on site for the residential units.
- 3.4. On this basis the anticipated waste storage requirements by blocks E and F are set out in Table 3.1.

Table 3.1: Anticipated waste storage requirement by Block E and F residential element

Frequency	Units	Residual waste 1,100 L bins	Recycling 1,100 L bins	Total 1,100 L bins
Fortnightly	599	120	120	240
Weekly	599	60	60	120

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Frequency	Units	Residual waste 1,100 L bins	Recycling 1,100 L bins	Total 1,100 L bins
Twice Weekly	598	30	30	60
Three times a week	598	20	20	40

- 3.5. No changes are proposed to the commercial/retail/community waste collection strategy. The anticipated waste generated by the commercial and community uses are set out in Table 3.2.

Table 3.2: Anticipated waste storage requirement by Block E and F Commercial / Community Uses

Frequency	Floor Area (sqm)	Residual waste 1,100 L bins	Recycling 1,100 L bins	Total 1,100 L bins
Fortnightly	1355	8	18	26
Weekly	1355	4	9	13
Twice Weekly	1355	2	5	7
Three times a week	1355	2	3	5

- 3.6. Waste storage areas and points of collection are as previously agreed and will be accessible from Garrard Street, Friar Street and Merchants Place for collection. Adequate storage space will be accommodated for the anticipated waste generated.
- 3.7. Infrequent access for vehicles setting up temporary event within the Plaza of the proposed Station Hill North site (Planning Ref 192032) is proposed to be accessed from Friar Street via Friars Walk.

4. Trip Generation

- 4.1. A comparison of people trip generation has been undertaken between the consented and proposed development. Table 4.1 sets out the consented total people trip generation, whilst Table 4.2 sets out the proposed.

Table 4.1: Consented scheme development people trip generation

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Residential (538 units)	55	299	354	208	120	328
Retail / Community Use (2,625sqm)	82	66	148	141	139	280
Total	137	365	502	348	259	607

Table 4.2: Proposed scheme development people trip generation

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Residential (598 units)	62	333	395	231	134	365
Retail / Community Use (1,332sqm)	42	34	76	73	72	144
Total	104	367	471	304	205	509

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- 4.2. Table 4.3 sets out the net difference between the consented and proposed scheme and demonstrates that as a result of the proposals a reduction of 31 and 97 total person trips is predicted during the AM and PM peak hours respectively.

Table 4.3: Net difference (Consented vs Proposed) – people trip generation

	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Residential	6	34	40	24	14	38
Retail	-39	-32	-71	-68	-67	-135
Total	-33	2	-31	-44	-53	-97

- 4.3. On this basis there will be a small increase in total person trips attributed to the residential units, but a decrease from the retail uses and therefore an overall decrease as a result of the proposals. As there is to be no increase in car parking on the scheme, this will not result in any additional vehicles being added to the local highway network.

5. Summary

- 5.1. This Transport Addendum has been prepared to outline the transport changes required between the consented and proposed scheme. The proposals will accommodate an increase in cycle parking for the residential units, whilst no changes are proposed to the waste and servicing arrangements as they are still adequate to accommodate the proposals. The overall scheme will have a net reduction in total people trips during the peak hours.
- 5.2. In conclusion, there is no reason why this application should not be considered acceptable on transport and highway grounds.