

Project name	Palmer Park Sports Centre and Stadium		
Design note title	Parking Note		
Document reference	15059-HYD-XX-XX-RP-TP-1001		
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Revision	P02		
Date	23 February 2021	Approved	✓

1. INTRODUCTION

- 1.1.1 Hydrock Consultants Ltd has prepared this Technical Note (TN) in support of a planning application for the extension of the existing Palmer Park Sports Centre and Stadium on Palmers Way, Reading.
- 1.1.2 A planning application for an extension to the existing leisure centre to include a 25m six lane pool, fitness suite, café, activity room, parking spaces and landscaping was submitted to Reading Borough Council (RBC) on 4th December 2020 (application no. 201736).
- 1.1.3 This TN seeks to address the level of parking provided as part of development proposals and set out how this level of parking will meet the requirements of organised sports users along with casual park users.
- 1.1.4 The TN sets out the management measures to be employed in order to reduce the level of parking demand across peak times and ensure that the level of car parking provided is adequate to meet operational requirements.
- 1.1.5 A Transport Assessment (TA) (doc ref: 15059-HYD-XX-XX-RP-TP-5001) and Travel Plan (TP) (doc ref 15059-HYD-XX-XX-RP-TP-6001) have been submitted as separate documents in support of the Palmer Park Planning application and reference should be made to these documents for further information on the overall traffic impact of the proposals and travel planning measures associated with the proposals.

2. SITE LOCATION AND DESCRIPTION

2.1 Site Location

- 2.1.1 The existing Palmer Spark Sports Complex is located east of the A329 Wokingham Road approximately 3.5km east of central Reading.
- 2.1.2 The site occupies a plot within the wider Palmer Park recreational park in the eastern residential suburbs of Reading, directly west of the A3290.
- 2.1.3 The existing site comprises the Palmer Park Stadium (including an 800-seat athletics track and outdoor velodrome), three five-a-side 3G sports pitches, four grass football pitches, a gym and associated parking.
- 2.1.4 The indicative location of the site is shown at Figure 2.1.

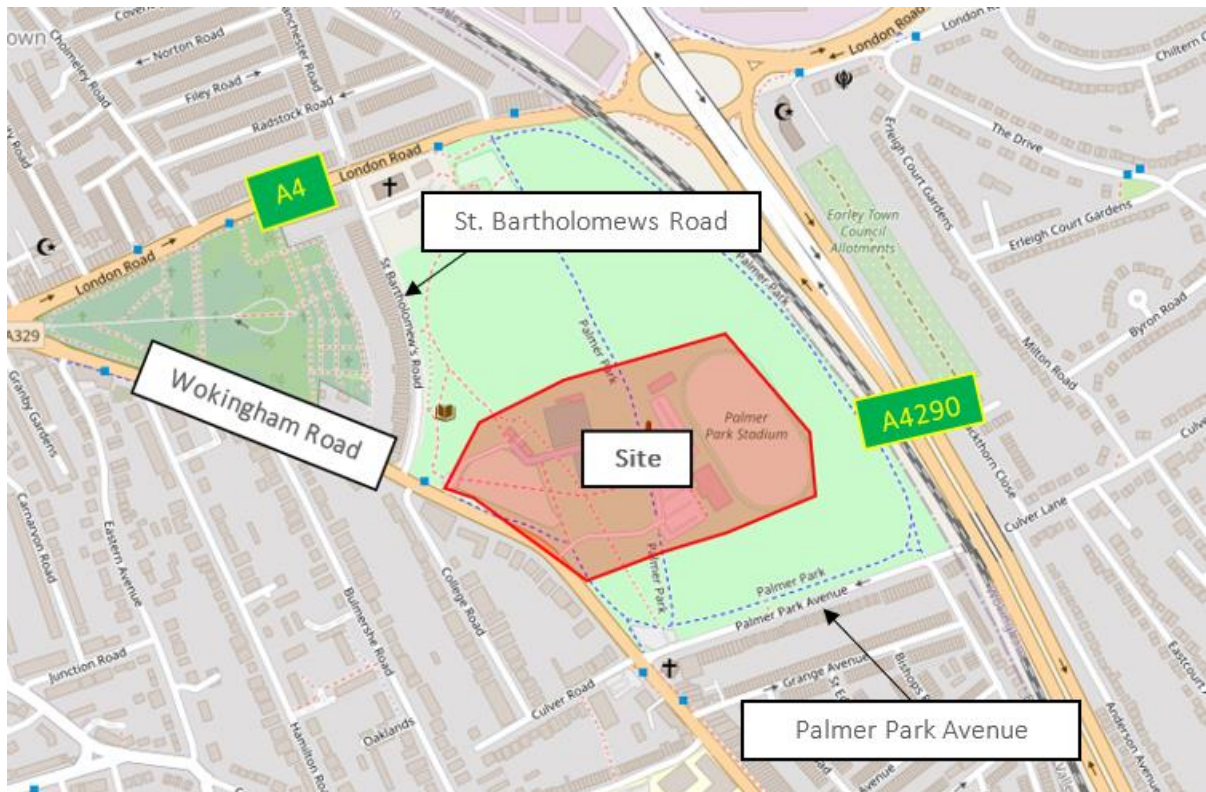


Figure 2.1: Indicative Site Location

2.2 Existing Site

- 2.2.1 The existing site is occupied by the Palmer Park Sports Centre and Stadium. The site lies within the wider Palmer Park which is a publicly accessible park with a number of walking and cycling routes and leisure facilities.
- 2.2.2 The Palmer Park Sports Centre and Stadium is a community sports complex which currently encompasses the facilities outlined in Table 2.1.

Table 2.1: Existing Palmer Park Facilities

Facility	Location
Athletics track	Sports stadium
Velodrome (outdoor cycle track)	Sports stadium
x 3 3G five-a-side pitches	West of car park
x 4 11-a-side football pitches	Parkland north of stadium
Gym (60 stations)	Within leisure building
Multi-purpose room	Within leisure building
Café	Within leisure building
Car park (198 spaces)	West of leisure building

- 2.2.3 Palmer Park Sports Centre and Stadium provides daily gym classes for the local community and is used on a regular basis by a number of local sports societies and clubs. The sports stadium also hosts a number of yearly events.
- 2.2.4 Facilities associated with the Palmer Park Bowling Club and Reading/Thames Valley Sub-Aqua Club are also provided within the wider Palmer Park but do not form part of the development proposals included under the recently submitted planning application (ref: 201735).

- 2.2.5 A total of 193 standard car parking spaces are currently provided at the site with an additional five spaces provided for disabled users. Therefore, a total of 198 car parking spaces are currently provided at the site. These car parking spaces are primarily for the use of visitors/staff of the Palmer Park Sports Centre and Stadium. Any remaining spaces are available for use by other sports clubs/organisations within Palmer Park as well as casual users of the park.

3. DEVELOPMENT PROPOSALS

3.1 Overview

- 3.1.1 The proposals comprise the partial redevelopment of the existing Palmer Park Sports Centre and Stadium site in order to provide a new swimming pool, extended leisure centre building and associated parking.
- 3.1.2 The majority of the facilities provided at the existing Palmer Park Sports Centre and Stadium will be retained as a result of the proposals with additional facilities such as a 25m six-lane swimming pool proposed in addition. Table 3.1 shows the existing and proposed facilities.

Table 3.1: Palmer Park Sports Centre and Stadium Existing and Proposed Facilities

Facility	Existing	Proposed
Athletics track	✓	✓
Velodrome	✓	✓
x3 3G five-a-side pitches (outdoor)	✓	✓
4 x 11-a-side grass football pitches (outdoor)	✓	✓
Gym	✓ 60 stations	✓ 100 stations
Multi-purpose room	✓	✓
Cafe	✓	✓
Hub	✗	✓
Swimming pool (25m)	✗	✓
Parking	198 spaces in main car park	131

- 3.1.3 Although the hub represents a new offering its use is considered ancillary to the existing facilities so it is not considered that this would attract any notable additional trips to the sports complex.
- 3.1.4 The facilities associated with the Palmer Park Bowling Club and Reading/Thames Valley Sub-Aqua Club will be unaffected by the proposals and do not constitute part of the planning application.
- 3.1.5 A number of clubs and societies currently use the existing facilities for training, matches and races and RBC has confirmed that the same programme of events would be retained as a result of the proposals. It is important to note that although the same range of classes and events are to be retained the timetabling of these is subject to change in order to better manage the site, including the peak demand for parking at the site. This is described further in Section 5.

3.2 Car Parking Provision

Overview

- 3.2.1 Reading Borough Council (RBC) declared a climate emergency in February of 2019, and has committed to the goal of a net zero carbon Reading by 2030.

- 3.2.2 The level of parking provided at the proposed development site therefore seeks to strike a balance between ensuring there is sufficient car parking for the uses proposed whilst also restricting the number of spaces available so as to reduce the number of visitors travelling by single occupancy vehicle.
- 3.2.3 Furthermore, the proposed development site lies within the wider Palmer Park which provides an open space amenity to the local population. The development of any additional parking will reduce the open space amenity within the park. The development proposals seek to minimise the impact on the green open space whilst ensuring that the number of parking spaces provided meet the operational needs of the development.
- 3.2.4 The number of spaces proposed therefore facilitate a movement towards travel by sustainable modes and contribute towards RBC's goal of net carbon neutrality by 2030 whilst simultaneously minimising the loss of open space within Palmer Park.

Proposed Provision

- 3.2.5 Two car parks are proposed as part of the development proposals with the main car park adjacent to the existing leisure building intended to accommodate the average day to day parking demand of the development. A smaller overflow car park is to be provided to the north of the new swimming pool building to accommodate additional parking demand during peak periods and one-off events.
- 3.2.1 A total of 108 car parking spaces are to be provided within the main car park to include seven disabled bays, four family/toddler bays and 13 Electric Vehicle (EV) charging bays. This represents an increase of one disabled bay and two EV charging bays above the number identified within the TA submitted with the planning application and results in the loss of three standard spaces.
- 3.2.2 A further 23 car parking spaces are to be provided in the overflow car park. The site wide provision of 131 car parking spaces is to remain the same with the following mix provided:
- 107 standard parking bays;
 - 7 disabled parking bays;
 - 4 family parking bays; and
 - 13 EV charging bays.
- 3.2.3 A total of 131 car parking spaces are to be provided. Therefore the 13 EV parking bays proposed represents a 10% provision across the site in line with Policy TR5 of the RBC Local Plan.
- 3.2.4 A plan of the updated car park is provided at Appendix A.

4. CAR PARKING DEMAND

4.1 Introduction

- 4.1.1 As part of the TA prepared by Hydrock and submitted in support of the planning application on the site a car parking accumulation exercise was undertaken in order to determine the forecast peak parking demand at the development site as a result of the proposals.
- 4.1.2 The review of parking demand omitted the parking requirements of the Bowls Club, Sub Aqua Club and casual users of the park.
- 4.1.3 This section summarises the findings of the parking accumulation survey whilst also considering the additional parking demand generated by the Palmer Park Bowling Club, Sub-Aqua Club and casual users.

4.2 Car Parking Accumulation Summary

Overview

- 4.2.1 Due to the ongoing COVID-19 pandemic the Palmer Park site is not fully operational and therefore it has not been possible to undertake traffic/parking beat surveys to capture the trip generating potential or parking demand at the site.
- 4.2.2 In the absence of parking beat data and traffic surveys, the forecast vehicle arrivals and departures for the proposed redevelopment of Palmer Park Sports Centre and Stadium have been calculated using turnstile data from the existing Palmer Park leisure facilities, with the addition of real operational data from South Reading Leisure Centre to account for the proposed new uses.
- 4.2.3 The daily profiles of total vehicle arrivals and departures were then used in order to predict the peak level of parking required at the site during a Wednesday (busiest day in terms of patronage) and a Saturday. This review of the forecast parking demand took into account all users of the sports stadium, leisure centre building, football pitches, 3G pitches and proposed swimming pool.

Forecast Demand

- 4.2.4 A summary of the peak and average parking demand derived from the parking accumulation is included in Table 4.1 below.

Table 4.1: Forecast Peak and Average Car Parking Demand Summary

Day	Peak Parking Demand	Average Parking Demand (24hr mean)
Wednesday (busiest weekday)	153 spaces	34 spaces
Saturday	80 spaces	37 spaces

- 4.2.5 Table 4.1 indicates that there would be a peak parking demand of 153 parking spaces at the site as a result of the development proposals. This level of parking demand assumes the same programme of events and timetabling as was being employed by the Palmer Park Sports Centre and Stadium at the time of application.
- 4.2.6 The peak parking demand is forecast to occur on a Wednesday evening between 18:00-19:00 when a number of sports clubs and leisure users are utilising the facilities. This level of parking demand would exceed the proposed supply of 131 car parking spaces at the site.
- 4.2.7 The parking demand over the remainder of the day was assessed to be significantly lower with the next largest peak being almost half of the parking demand experienced between 18:00-19:00 at 87 car parking spaces with average demand across the day being for 34 car spaces.
- 4.2.8 The peak level of parking demand on a Saturday is forecast to be 80 parking spaces as a result of the development proposals with the next highest peak demand being for 54 car parking spaces.
- 4.2.9 The peak parking demand figure of 153 is therefore considered an anomaly relative to typical usage, and not representative of 'normal' parking demand at the site. It also reflects a timetable of events and classes that has been created on the basis of unconstrained parking.

4.3 Palmer Park Bowling Club Demand

- 4.3.1 Palmer Park Bowling Club lies within the wider Palmer Park to the south of the proposed development site. The bowls club currently uses the parking provided at the Palmer Park Sports Centre and Stadium.

- 4.3.2 It is intended that the bowls club will continue to use the proposed car park once the redevelopment of the site is complete.
- 4.3.3 We understand that the Palmer Park Bowling Club hold a club night every Monday from 18:15 during the season, which runs from April until September. In addition, there are coaching sessions held every Saturday from 10:00-12:00. There is weekly parking demand associated with these events as well as ad-hoc matches/tournaments throughout the season.
- 4.3.4 Hydrock have been informed that there is likely to be a maximum requirement for 20 car parking spaces at any one time resulting from the Bowls Club operations.

4.4 Reading BSAC / Thames Valley Sub-Aqua Club Demand

- 4.4.1 The Sub-Aqua Club operates from a facility that lies within the Palmer Park grounds to the west of the development site and directly adjacent to the existing car park. The Sub-Aqua club currently utilise the existing car park on an ad-hoc basis.
- 4.4.2 It is understood that the Sub-Aqua club hold a handful of training events/activities during the year whereby they would require parking for circa six vehicles during the course of the day.

4.5 Casual Users

- 4.5.1 The Palmer Park car park is currently used by casual users of Palmer Park such as dog walkers and people utilising the open space for leisure purposes.
- 4.5.2 It is intended that the proposed car park would continue to accommodate casual users of the park.

4.6 Parking by Local Residents

- 4.6.1 Hydrock have also been made aware that the car park is currently used as informal residents parking by residents of the surrounding streets as there are currently no parking restrictions enforced at the car park. Parking has been displaced from nearby residential streets by the introduction of on street parking restrictions in recent years.
- 4.6.2 The current lockdown has made the scale of local residents parking within the Palmer Park car park more evident.
- 4.6.3 The proposed car park is provided for users of the leisure facilities and is not intended for use as a residential car park. A management strategy is to be put in place in order to control parking by non-users as part of the development proposals. Thus, ensuring all spaces are available for organised sports and leisure centre users.

4.7 Parking Demand Summary

- 4.7.1 The initial car parking accumulation exercise undertaken as part of the TA submitted with the planning application did not consider the parking requirements of the Bowls Club, Sub-Aqua Club or casual users of Palmer Park.
- 4.7.2 The car parking accumulation exercise identified a potential peak parking demand of 153 car parking spaces; however, this level of demand is the result of current timetabling based on an unconstrained car park, with demand forecast to be consistently below 90 parking spaces during all other periods assessed with a mean average demand of 34 spaces on a weekday and 37 spaces on a Saturday.

- 4.7.3 The Palmer Park Bowling Club would require car parking spaces within the proposed car park during Monday evening from 18:45 onwards, on Saturday mornings between 10:00 and 12:00 and when matches are taking places. It is understood that a maximum of 20 car parking spaces would be required during these periods.
- 4.7.4 The Sub-Aqua Club has expressed a requirement for a maximum of six car parking spaces during ad-hoc training days on a handful of occasions held across the year.
- 4.7.5 Casual users of the park will continue to utilise the car park.
- 4.7.6 The proposed parking provision of 131 car parking spaces would be sufficient to accommodate the parking requirements of organised sports users and casual users during the majority of the time. During peak periods in demand where a number of clubs are currently timetabled to utilise the site simultaneously there could be the potential for parking demand to outstrip the proposed supply with 153 spaces required on a Wednesday evening between 18:00 – 19:00.
- 4.7.7 However, this peak is the result of a timetable produced with no constraints on car parking. Appropriate timetabling and management of car parking will ensure that the peak is maintained within the capacity. This is further detailed in Section 5.

5. MANAGEMENT STRATEGY

5.1 Introduction

- 5.1.1 GLL are to be the end operator of the Palmer Park Sports Centre and Stadium as well as the car park when the site is operational post development.
- 5.1.2 The below section sets out the measure that GLL will employ in order to manage the level of parking demand across the site to ensure that the 131 car parking spaces provided suitably accommodate the demands of organised sports users and casual users of Palmer Park.
- 5.1.3 It is proposed that the on-going management of the car parking at the site is set out in more detail within a Car Parking Management Plan (CPMP) which could be secured through a suitably worded condition attached to the planning consent.

5.2 Programme Timetabling

- 5.2.1 The current timetable of activities at the Palmer Park Sports Centre and Stadium would likely result in peak parking demand exceeding parking supply if were to be adopted post development. This is due to a number of large sports clubs and regular gym goers utilising the facilities at the centre over the same period as at present a number of activities have shared start and finish times.
- 5.2.2 GLL will be working closely with the local sports clubs and organisations that operate in and out of Palmer Park stadium and the park area to ensure the safe and efficient use of the site. They are very used to amending activity programmes in consultation with users to minimise peaks in demand and have nationwide experience operating similar leisure facilities around the county.
- 5.2.3 By understanding the programming and key times of operation for local organisations, GLL will work with them to provide an appropriate amount of parking allocations that work in tandem with the leisure centre's own operation and programming. A coordinated approach will ensure that club participants get access when needed for the appropriate amount of people.

- 5.2.4 This planned approach will also work in tandem with the programming of the individual centre activities that GLL will be offering in the new Palmer Park facility. The use of technology and digital booking systems means that GLL can stagger all the various activity start times for many casual activities such as gym sessions as well as other activities such as fitness classes, swimming sessions, athletics track bookings etc.
- 5.2.5 This approach will help control and manage customer arrival and departure times, which minimise potential pressure on parking that may have arisen from a congested activity programme at key pinch points. Implementing several intelligent management solutions and working collaboratively with local clubs and organisations will ensure that a multitude of car parking solutions can be in place simultaneously, maximising available spaces at all times and ensuring there are adequate surplus spaces to accommodate casual users of the park in addition to organised sports users.

5.3 Car Parking Restrictions

- 5.3.1 There is currently no charge or restrictions for using the car park provided at the existing Palmer Park site.
- 5.3.2 As part of the development proposals the car park will be managed with length of stay restrictions and a charging tariff introduced. The car parking restrictions would be enforced through the use of ANPR (Automatic Number Plate Recognition) camera equipment.
- 5.3.3 The exact parking restrictions and charging regime to be employed are still being discussed at the time of producing this report however these would be confirmed within the Car Park Management Plan to be provided.
- 5.3.4 Car parking length of stay restrictions and a charging tariff will prevent users from occupying spaces for excessive periods of time and therefore increase the turnaround and availability of parking spaces over the course of the day. Furthermore, a number of spaces at the existing site are occupied by residents permanently parking their vehicles within the Palmer Park car park and thus reducing the number of spaces available to organised sports users and casual users of the park. The introduction of ANPR enforced car parking restrictions on the site will control this issue.

6. SUMMARY AND CONCLUSIONS

6.1 Summary

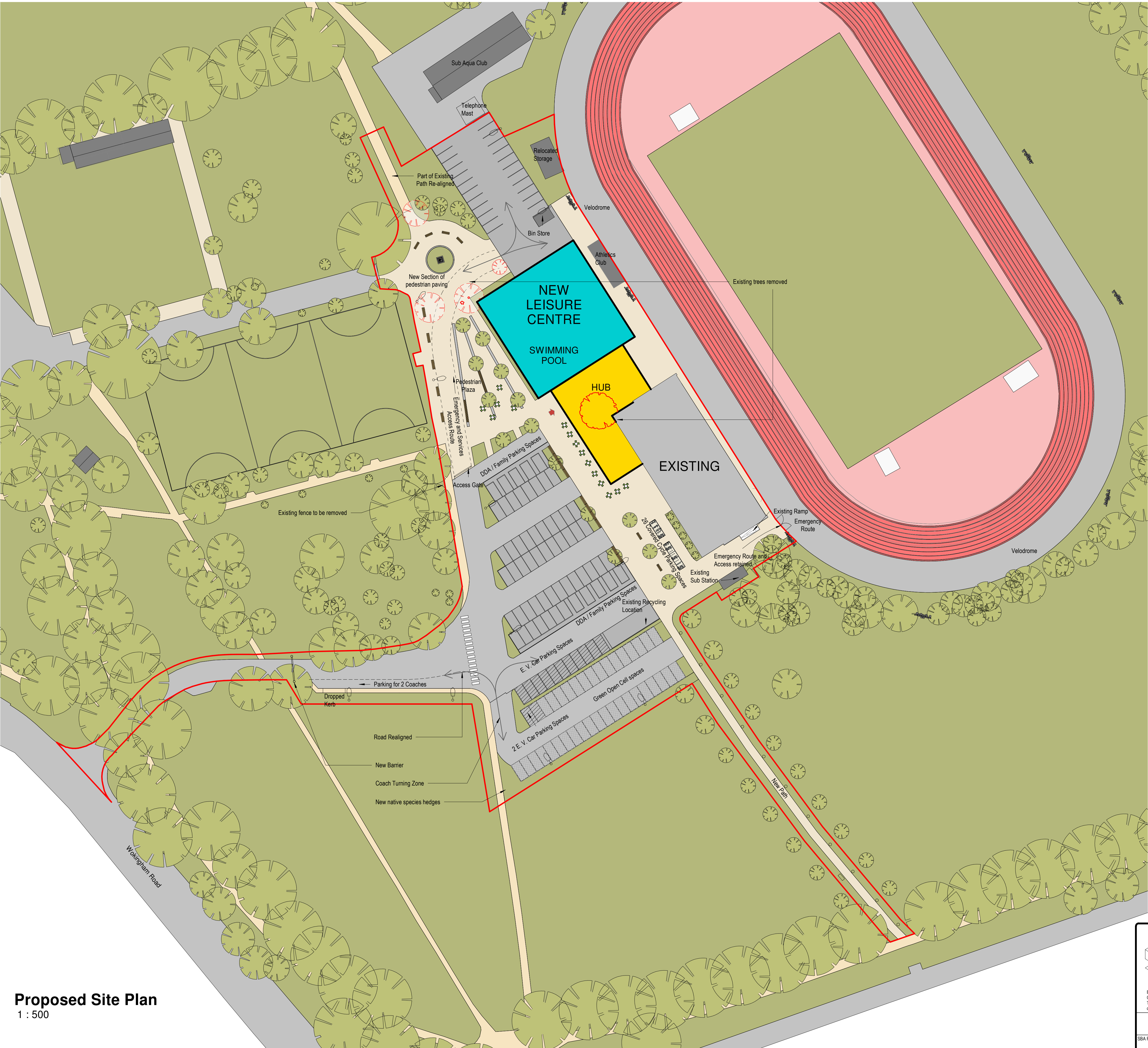
- 6.1.1 Hydrock Consultants Ltd has prepared this Technical Note (TN) in support of a planning application for the extension of the existing Palmer Park Sports Centre and Stadium on Palmers Way, Reading.
- 6.1.2 The TN set out the management measures to be employed in order to reduce the level of parking demand across peak times and ensure that the level of car parking provided is adequate to meet operational requirements.

6.2 Conclusion

- 6.2.1 The level of car parking provided at the site seeks to strike a balance between meeting operational requirements and reducing the development impact on the wider open space of the park whilst also simultaneously meeting RBC's Climate Emergency and Net Zero goals.

- 6.2.2 The existing timetable employed at the site results in periods where forecast parking demand would exceed the proposed parking supply at the site, compounded by the lack of restrictions within the car park meaning that spaces intended for park users are currently used as residents parking.
- 6.2.3 GLL will work closely with organised sport users and clubs within the wider Palmer Park to ensure that programmes of various club activities are timetabled as such that there are no 'pinch points' in parking demand, and ensuring sufficient parking available for both organised sports and casual park users.
- 6.2.4 GLL will work with both the Bowls Club and Sub-Aqua Club to understand their parking requirements and will create a timetable where they can allocate parking spaces when needed.
- 6.2.5 A charging tariff and maximum stay restrictions are to be introduced to the car park as part of the development proposals with these enforced through ANPR equipment. These parking restrictions will prevent local residents from using the car park as residential parking which will result in greater availability of space for organised sports users and casual users of Palmer Park.
- 6.2.6 It is suggested that a Car Park Management Plan is secured through a suitably worded condition attached to the planning consent.

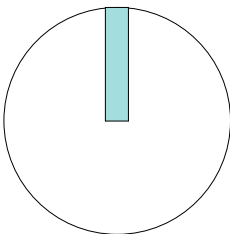
Appendix A Updated Site Plan



Proposed Site Plan
1 : 500

- | | |
|-----|---|
| No. | Note |
| 1 | All dimensions to be verified on site by GENERAL CONTRACTOR prior to any work, setting out or shop drawings being prepared. |
| 2 | Drawings not to be scaled. Work to figured dimensions only. |
| 3 | © copyright SAUNDERS BOSTON LIMITED. All rights reserved.
This drawing remains the property of SAUNDERS BOSTON LIMITED at all times and may not be reproduced or copied in whole or in part without their prior written consent. |
| 4 | This drawing and related specifications are for use only in the stated location. |
| 5 | This drawing is to be read in conjunction with all other Consultants drawings and specifications. |
| 6 | Drainage has not been surveyed and any/all pipe locations and below ground drainage runs are indicative. |
| 7 | It is assumed that all works will be carried out by a competent contractor who will be working, where appropriate, to an approved method statement. |

NORTH



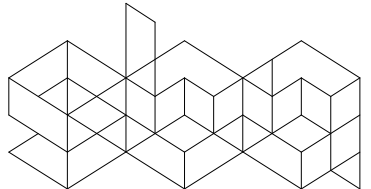
Scale 1:500
0 5 10 15 25m

The existing drawing has been indicatively drawn up and it's not based on survey drawings

Total Car Parking Spaces	131:
• Remarked Parking Spaces	71
• DDA / Family Spaces	11
• E.V. Charging Points	11
• New Green Open Cell Spaces	36
• New Green Open Cell E.V Charging	2
• 26 Cycling Parking Spaces (13 Hoops)	

P3	Landscaping Amended, External Lighting added	11/02/21	CW	TZ
P2	Car Parking Amended	10/02/21	CW	TZ
P1	Drawing Issued	22/01/21	CW	TZ
No.	Revision	Date	Chk	Auth

Client
GLL
Job
Reading Palmer Park Sport Centre
Drawing
Proposed Site Plan



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