

Job Name: Kenavon Drive, Reading
Job No: 37454
Note No: TN005
Date: 28th October 2019
Subject: Transport Assessment Addendum

1 Introduction

Peter Brett Associates LLP (PBA) have been commissioned by Berkeley Homes Oxford and Chiltern to prepare this Technical Note (TN) to support a Section 73 (S73) Planning Application to vary planning permission for the mixed-use development at Kenavon Drive, Reading (LPA. ref. no. 170509), in order to increase the number of residential dwellings from the consented 765 to 787.

This TN has been prepared as an addendum to the Transport Assessment (TA) that was produced by PBA and submitted to Reading Borough Council (RBC) in February 2017. It should be noted that, as part of the S73 proposals, non-residential land uses (i.e. A1, A3, D1 and D2) have undergone minor changes in floor areas, which would not require any changes in terms of car and cycle parking provision. Therefore, for the purpose of this TN, only the residential element of the site has been considered.

The consented number of dwellings within each block and additional units associated to the S73 proposals have been presented in **Table 1.1** below.

Table 1.1: Consented & Proposed Residential Units per Block

	East Block	Middle Block	West Block	Total Homes
Planning Consent	213	271	281	765
S73 Proposal	223	283	281	787
Difference	+10	+12	0	+22

Similarly, **Table 1.2** below outlines the consented and proposed schedule of accommodation, including the net change in units per dwelling type:

Table 1.2: Consented & Proposed Accommodation Schedule

Home Type	Consented No. of Homes	Proposed No. of Homes
1-bedroom studio	18	39 (+21)
1-bedroom apartment	302	302 (0)
2-bedroom apartment	409	412 (+3)
3-bedroom apartment	30	34 (+4)
3-bedroom house	6	0 (-6)
Total Units	765	787 (+22)
Total Bedrooms	1,246	1,228 (-18)

2 Trip Generation

Table 2.1 presents the total person generation and modal split for both the consented and proposed scheme.

Table 2.1: Consented & Proposed People Generation & Modal Split

Mode of travel	Mode Share %	Consented Scheme		Proposed Scheme	
		AM Peak	PM Peak	AM Peak	PM Peak
Work at home	6%	28	29	29 (0)	30 (+1)
Underground, metro, light rail, tram	2%	7	7	7 (0)	7 (0)
Train	26%	122	125	126 (+4)	129 (+4)
Bus, minibus or coach	6%	28	29	29 (+1)	30 (+1)
Taxi	0%	0	0	0 (0)	0 (0)
Motorcycle, scooter or moped	1%	3	4	3 (0)	4 (0)
Driving a car or van	22%	102	110	105 (+3)	113 (+3)
Passenger in a car or van	2%	10	9	10 (0)	9 (0)
Bicycle	5%	21	21	22 (+1)	22 (+1)
On foot	31%	143	146	147 (+4)	150 (+4)
Other method of travel to work	0%	0	0	0 (0)	0 (0)
Total	100%	464	479	477 (+13)	493 (+14)

It is predicted the proposed increase of 22 homes on site will generate an additional 13 person trips in the morning peak and 14 additional person trips in the evening peak. It is anticipated that the vast majority (69%) of these additional trips will be via public transport, on foot and by bicycle.

3 Cycle Parking Provision

Table 3.1 presented the consented and proposed cycle parking provision based on standards set out in RBC's Revised Parking Standards and Design SPD (2011), which were agreed with RBC Highway Officers during scoping discussions for the consented scheme.

Table 3.1: Consented & Proposed Cycle Parking

	Ratio	Consented Scheme		Proposed Scheme		
		No. of dwellings	Consented provision	No. of dwellings	Required provision	Proposed Provision
1-bedroom studio	0.5	18	9	23	12	453
1-bedroom apartment	0.5	302	151	318	159	
2-bedroom apartment	0.5	409	205	412	206	
3-bedroom apartment	1	30	30	28	28	
3-bedroom house	2	6	12	6	12	
Total		765	407	787	411	

The proposed cycle parking provision will be comprised of: 427 cycle parking spaces provided each block of the development by means of cycle stores; and 26 cycle parking spaces to be provided within the West block by means of Sheffield stands. **Table 3.2** sets out how this is proposed to be provided per block.

Table 3.2: Cycle Parking by type (no. spaces)

	East Block	Middle Block	West Block	Total
Units	223	283	281	787
Cycle store provision	116	150	161	427
Sheffield stand provision	0	0	26	26
Total per Block	116	150	187	453

4 Residential Car Parking Provision

A total of 323 undercroft car parking spaces and 6 spaces at surface level, associated to the residential element of the site, are proposed as part of this planning application. This increase of 5 spaces in relation to the consented scheme results in no changes in the overall parking ratio, which is to remain at 0.42 car parking spaces per dwelling. **Table 4.1** outlines the consented and proposed car parking provision and ratios for information.

Table 4.1: Consented & Proposed Residential Car Parking Provision

	Consented		Proposed	
	No. dwells	No. spaces	No. dwells	No. spaces
East Block (undercroft)	213	81	223	85 (+4)
East Block (surface)		6		6 (0)
Middle Block (undercroft)	271	96	283	102 (+6)
West Block (undercroft)	281	141	281	136 (-5)
Total	765	324	787	329 (+5)
Parking Ratio	-	0.42	-	0.42

In light of the additional provision and parking ratio to remain as per the consented scheme, it is considered that the proposed car provision should be deemed acceptable.

5 Summary and Conclusion

As has been demonstrated in the TN, the provision of 22 additional residential dwellings within the site (from 765 to 787 units) would not have a significant impact on the highway, due to the marginal increase in car parking provision as part of the S73 proposals (i.e. 5 additional spaces) and the overall number of bedrooms to be reduced by eighteen (1,228 bedrooms as opposed to the consented 1,246).

The proposed car parking ratio is to remain as per the consented scheme, whilst the proposed cycle parking provision (i.e. 453 spaces) exceeds RBC standards, which require a total of 411 cycle parking spaces.

In light of the above, it is considered that the impact of the additional residential units will have a negligible impact on the highway network, and as such, no further assessment is required.