



Aberdeen Standard Investments

READING GATEWAY, IMPERIAL WAY, READING

Transport Statement

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Limitations

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Appendices

Appendix A Proposed Site Layout

1 Introduction

- 1.1 WYG has been commissioned by Aberdeen Standard Investments to prepare a Transport Statement in support of a planning application for:
- Change of Use of Unit 6 (Unit C) from A1 Retail to D2 Gym and insertion of a c.1,105sqm mezzanine.
- 1.2 This Transport Statement (TS) provides an audit of the existing transport conditions near the site including a description of the local highway network and the accessibility of the site by sustainable modes of transport. It sets out the anticipated changes in vehicle trips as well as an analysis of the effects of the aforementioned proposals on the parking demand within the park.
- 1.3 The site layout plan identifying the planning application red line boundaries are included in **Appendix A** for reference.
- 1.4 It is pertinent to note that this Transport Statement specifically relates to Gateway Retail Park (not the wider employment area), that provides up to 333 parking spaces and comprises the following approved land uses:
- Three retail warehouse units (Class A1);
 - 120 bed hotel (Class C1);
 - Coffee Shop (Class A1);
 - Restaurant (Class A3); and,
 - Bank (Class A2).
- 1.5 The detailed floor areas are provided in further detail in Section 3 of this Transport Statement and plans are provided in **Appendix A**.

Recent Planning History

- 1.6 In April 2016, an outline hybrid planning application was approved for:
- 1.7 *"The development of up to 175 new homes, including affordable housing(with all matters reserved apart from access), and full planning permission for the development of 12 commercial units in flexible use within Classes B1(c), B2 and B8, two car showrooms with MOT and servicing (Sui Generis), three retail warehouse units (Class A1), 120 bed hotel (Class C1), pub with restaurant facility (Class A4), coffee shop (Class A1), restaurant (Class A3), and bank (Class A2). New vehicular access from Basingstoke Road and Imperial Way. Bus stop facilities, hard and soft landscaping and other ancillary development".*
- 1.8 A detailed Transport Assessment was prepared by Peter Brett Associates and the technical work was agreed with the Highway Authority.

- 1.9 In March 2017 permission was granted for the erection of a 557sqm building for use within Class A1 (retail) / A2 (financial & professional services) / A3 (restaurants and cafes) or A5 (hot-food takeaway) and associated works (pp ref: 162257). The consent permitted an alternative building to the originally permitted bank (Unit D, Class A2) (pursuant to pp ref: 151944) to allow flexibility (i.e. Class A1, A2, A3 and A5) in terms of use for the proposed building.
- 1.10 It is material for officers to recall that the original planning application for Reading Gateway development included mezzanine floors to Units A, B and C; two of these units are subject to the present applications. These mezzanine floors were assessed as part of the original planning application and considered by officers to be acceptable in principle. Notwithstanding this, in February 2016 the mezzanines were subsequently removed from the development and were not implemented. The present proposal for the insertion of a mezzanine therefore effectively seeks to deliver a quantum of the previously assessed mezzanine floorspace. It should, therefore, be considered in this context.

Structure of Statement

- 1.11 The structure of this report is summarised below:
- Section 2 sets out the National and Local Policy with regards to highways and transportation that is applicable to the applications;
 - Section 3 describes the site location, the existing highway network and outlines the accessibility of the site by sustainable modes of transport including walking, cycling and public transport;
 - Section 4 provides details of the proposed development as well as an assessment of the effects of the development regarding the net change in vehicle trip generation and the potential impact on parking; and,
 - Section 5 identifies the main conclusions that can be drawn from the technical work presented.

2 Review of Transport Policy

National Policy

National Planning Policy Framework (2018)

2.1 The NPPF is defined as being the document that “sets out the Government’s planning policies for England and how these should be applied”. The NPPF is not a transport specific document; rather it sets out the Governments general requirements for the planning system. The NPPF incorporates guidance for local planning authorities when defining their local plans and in determining planning applications. The purpose of the planning system, as identified in the NPPF, is to contribute to the achievement of sustainable development, with three ‘objectives’ identified as supporting this, these objectives are:

- *'An Economic Objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- *A Social Objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- *An Environmental Objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.'*

2.2 Wider transport and highway planning considerations which are to be addressed with applications for development are identified as follows:

- *'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and,*

- *allow for the efficient delivery of goods, and access by service and emergency vehicles.'*

2.3 The NPPF sets out the need for promoting sustainable development within this context it is identified that at the plan making and development proposals stage, the following should be considered:

- *'the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

2.4 With regards to considering the wider implication of transport associated with new developments, the NPPF states that *'all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

2.5 The NPPF continues to state that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

Local Policy

Reading Borough Council Local Development Framework Adopted Core Strategy (2008) With Alterations adopted 2015

2.6 Reading Borough Council adopted its Core Strategy in January 2008 with alterations made in 2015. The development plan consists of the following:

- Regional Spatial Strategies prepared by the regional planning bodies; and,
- Development Plan Documents prepared by district Councils, unitary authorities and, in the case of minerals and waste Development Plan Documents, by County Councils or joint arrangements.

2.7 Chapter seven of the framework is the transport chapter. It sets out that the policy was written within conjunction with PPG 13, which has now been superseded by the NPPF. It states that the planning role in transport is related to three areas:

- *'Promoting sustainable transport choices -in land use decisions, by promoting and developing centres in urban areas; by providing the necessary infrastructure; in providing information; in dealing with crime and safety issues etc.;*
- *Promoting the accessibility of sites to essential facilities by transport, specifically walking, cycling and public transport -by providing facilities; improving information; safeguarding land for future transport developments; and,*
- *Reducing the need to travel, especially by car -by provision of alternative transport infrastructure and/ or services, through car parking policies, managing travel demand etc.'*

2.8 Policy CS20 states that it is a requirement of proposed developments to contribute appropriately to the provision of a balanced transport network. It is evident from the improved walking, cycling and public transport infrastructure on the Reading Gateway site that this was considered under the previous consent. Therefore, this change of use application will benefit from these improvements.

Reading Borough Local Development Framework: Sites and Detailed Policies Document (Adopted 2012, Altered Adopted 2015)

- 2.9 The sites and detailed policies document was adopted in October 2012 and altered in 2015. The document sets out the policies used when considering planning applications.
- 2.10 In terms of transport, chapter 6 is the transport chapter in which access, traffic and highway related matters are set out. The documents sets out there are two *'issues are of particular significance: creation or alteration of accessways, and generation of additional trips.'* It continues to state that *'development does not compromise safety, reduce accessibility and interfere with the operation of the transport network.'*
- 2.11 Furthermore, policy DM12 sets out access, traffic and highway-related matters. The policy states that:
"In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment".
- 2.12 Given the nature of the proposals, there are considered to be no severe transport effects of development in relation to highway safety and the road network.

Local Transport Plan 3: Strategy 2011-2026

- 2.13 The Local Transport Plan 3 (LTP 3) is Readings third transport plan and it was published in April 2011. The LTP3 'Strategy Plan provides the context for Reading in terms of the economy, environment and quality of life. Our long-term vision for transport in Reading is outlined within the context of the Sustainable Community Strategy and its three strands of People, Place, and Prosperity.' This is for the period between 2011 and 2026. The aim of the vision is for a better connected Reading. This includes *'a transport system that enables people to move around easily, safely, sustainably and in comfort.'*

2.14 In addition to this, the Strategy plan details the transport objections which supports the overriding vision. These objectives will 'provide for measures that promote inclusion intervention and innovation.

2.15 These aims and objectives are reflected and summarised in the key LTP3 objectives which are:

- To facilitate more physically active travel for journeys in a healthy environment;
- To improve personal safety on the transport network;
- To provide affordable, accessible and inclusive travel options for everyone;
- To ensure that the transport network operates safely and efficiently to meet the needs of all users;
- To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;
- To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;
- To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;
- To improve journey times, journey time reliability and the availability of information;
- To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low carbon future.

Revised Parking Standards and Design Supplementary Planning Document (2011)

2.16 The current Reading parking standards are provided in the Revised Parking Standards and Design Supplementary Planning Document which was adopted in 2011.

2.17 A review of the parking standards has been undertaken and **Table 2.1** below provides the relevant maximum car parking standards for the building use classes within this application. The application site is within Zone 3 of the Reading parking standards and these maximum parking standards have been applied below.

Table 2.1 Maximum Vehicle Parking Standards (Zone 3)

Land Use	Maximum parking standard	
A1 Non-Food Retail up to 1000sqm	1 space per sqm	40sqm
A1 Non-Food retail over 1000sqm		30sqm
A2 Financial and Professional Services		30sqm
A3 Restaurants and Café's		5sqm
D2 Health Clubs / Gymnasiums		30sqm
C1 Hotels	0.75 spaces per bedroom	

3 Existing Conditions and Accessibility by Non-Car Modes of Transport

Gateway Retail Park

- 3.1 As previously mentioned, in 2016 an outline hybrid application was approved for the entire wider site, which included Reading Gateway, referred to as the park.
- 3.2 A Transport Assessment was prepared (by Peter Brett Associates) for the entire wider site application which included commercial, industrial and residential dwellings. Gateway Retail Park itself was assessed and approved (on transport grounds) for the following floor areas of development, which has been obtained from the Applicant alongside the approved floor areas assessed as part of the Peter Brett Transport Assessment. The existing schedule and proposed schedule of accommodation is included at **Appendix B**.

Table 3.1 Existing / Approved and Proposed Floor Areas

Unit	Land Use	Occupier	Existing / Approved Floorspace	Proposed Floorspace
A	A1 Retail	Wren	1,858 sqm	1,858 sqm
B		Vacant (to be converted to A2 / A3 use)	790 sqm	790 sqm (converted to A2 (416sqm) / A3 (465sqm) use as part of this application with 93sqm mezzanine in one unit)
C		Toys R Us (to be converted to D2 use)	1,858 sqm	2,963sqm (converted to D2 use as part of this application with 1,105sqm mezzanine)
D		Vacant	556 sqm	556sqm
E	A3 Restaurant (Drive-Thru)	Burger King	316 sqm	316sqm
F (1)	A3 Restaurant (Drive-Thru)	Costa	186 sqm	186sqm
F (2)	A3 Restaurant (Drive-To)	Beefeater	741 sqm	741sqm
F (3)	C3 Hotel	Premier Inn	4,134 sqm / 120 bedrooms	4,134 sqm / 120 bedrooms
Mezzanine			3,380sqm	1,197sqm
Total Floor Area			13,503sqm	11,728sqm (-1,775sqm)

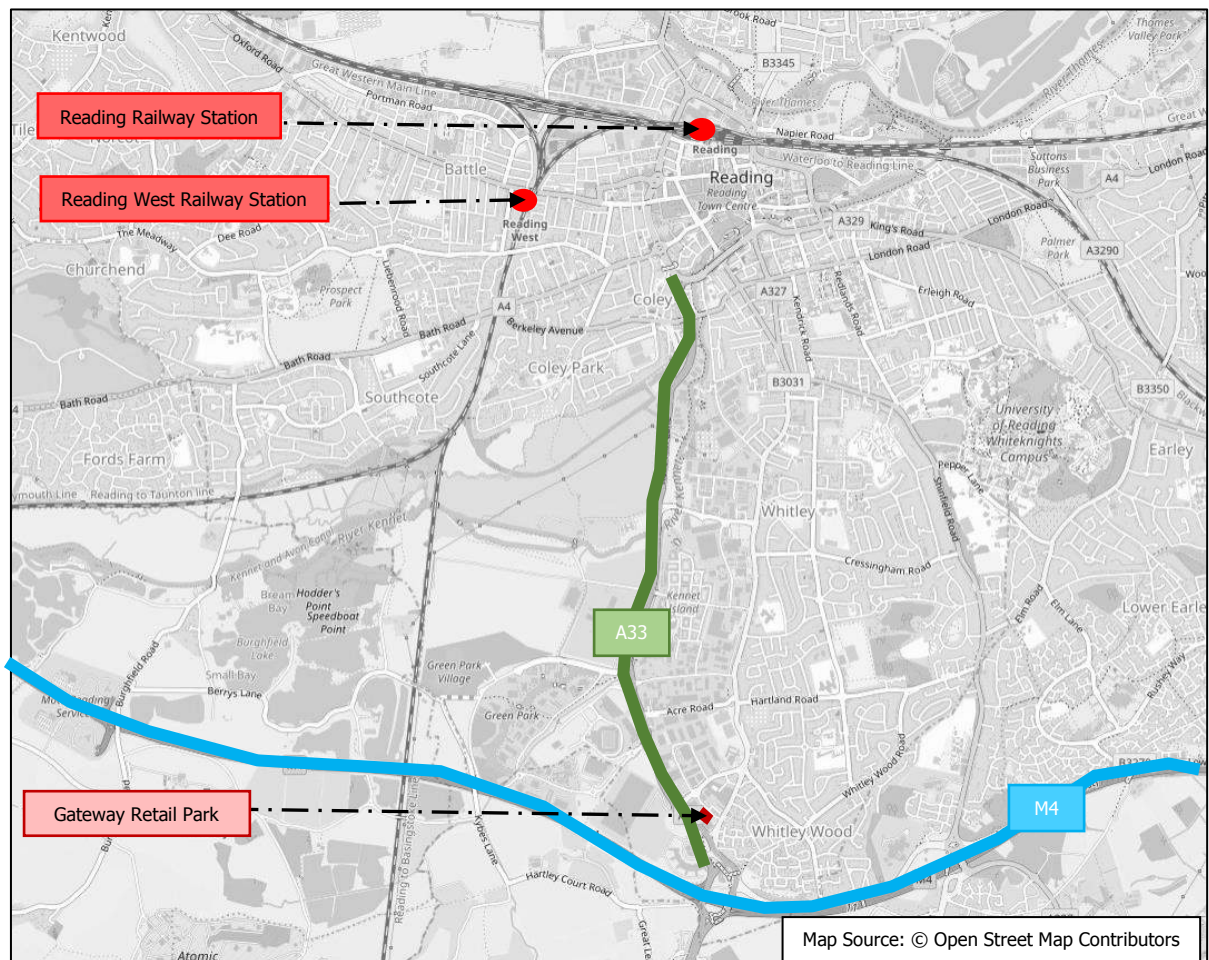
- 3.3 As shown above, the existing / approved floor area is in the region of 13,503sqm (including mezzanines) with the hotel providing up to 120 beds. As the mezzanine floorspace was not

implemented, the proposals will result in an overall reduction in retail floorspace even when considering the gym will include a c.1,105sqm mezzanine in Unit 6 (unit C).

Site Location

- 3.4 Gateway Retail Park is located to the east of the A33 Basingstoke Road to the south of Reading, along a corridor of industrial and retail units. The M4 is approximately 500m to the south of the site that can be joined at Junction 11.
- 3.5 The site location is illustrated in **Figure 3.1** below.

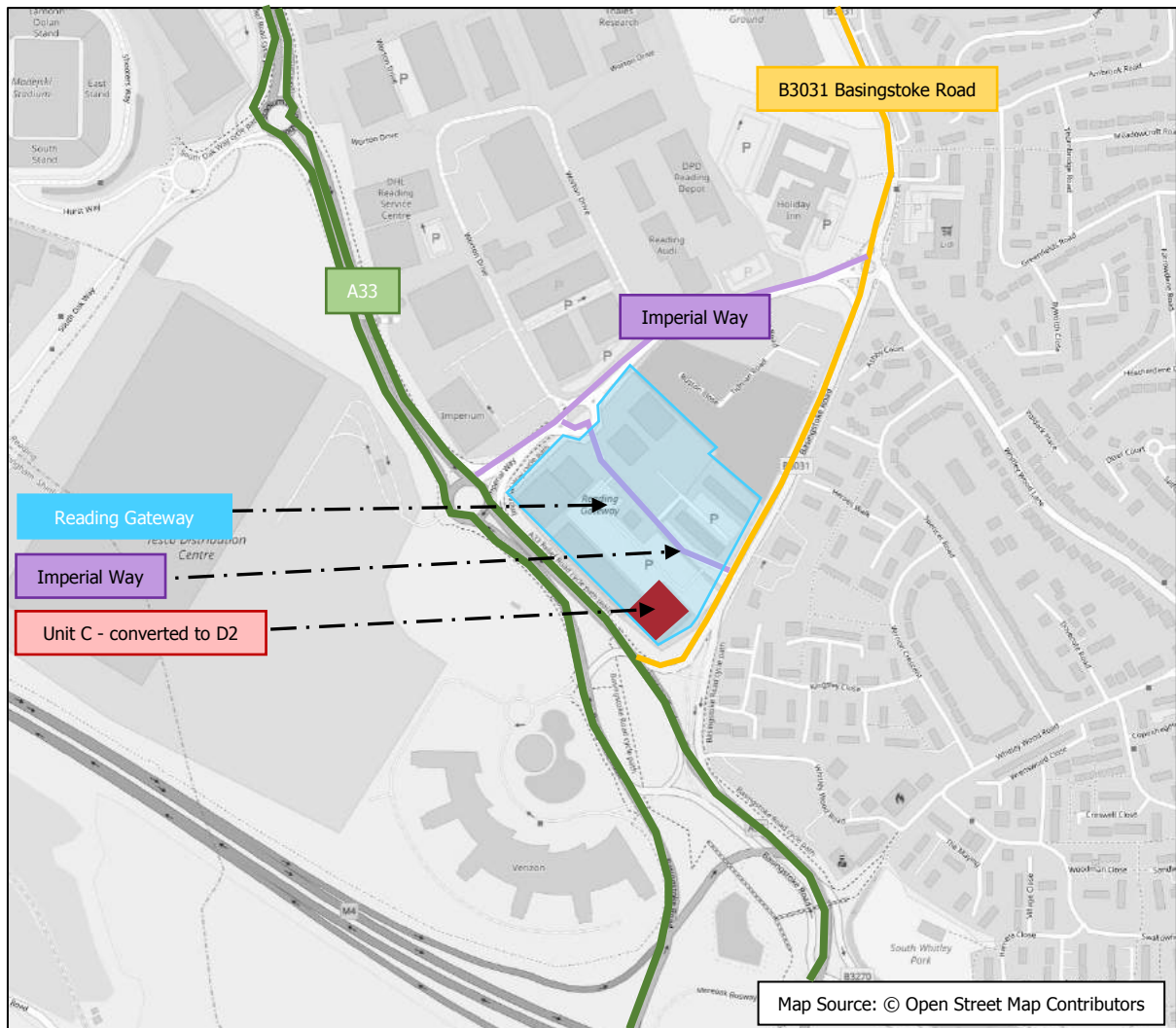
Figure 3.1 Site Location Plan



Local Road Network

- 3.6 The local road network is shown in **Figure 3.2** and consists of Sentinel End, Imperial Way and the B3031 Basingstoke Road and the A33.

Figure 3.2 Local Road Network



Sentinel End

- 3.7 Sentinel End is the spine road through the Reading Gateway Retail Park. It provides access from Imperial Way to the north and B3031 Basingstoke Road to the south. The road has footways on either side of the road, it is street lit and is subject to a 30mph speed limit. Bus stops are provided on this road approximately 80m north of the of the B3031 junction.

Imperial Way

- 3.8 Imperial Way runs along the northern boundary of the park. To the west it provides access to the A33 Basingstoke Road and to the east it provides access to Whitley. Access is provided to Imperial Way via a roundabout with Sentinel End. The road is subject to a 30mph speed limit and is street lit. Footways run along both sides of the carriageway.

B3031 Basingstoke Road

- 3.9 The B3031 Basingstoke Road runs along the southern boundary of the park. To the west it provides access to the A33 Basingstoke Road and to the west it provides access to Whitley. It is subject to a

40mph speed limit which reduces to 30mph approximately 50m west of the B3081 / Imperial Way roundabout.

A33

- 3.10 The A33 is a dual carriageway which provides a primary route into Reading Town Centre from the M4 at junction 11. To the south of the M4, the A33 provides access to the Basingstoke. Both Imperial Way and the B3031 provide access to the A33. The A33 is subject to a 40mph speed limit and is street lit. footways are providing along both sides of the road which lead to the town centre.

Existing Pedestrian Infrastructure

- 3.11 Walking is an important means of travel for visitors and employers accessing the park. The pedestrian infrastructure in the surrounding area includes:
- A two-metre-wide footway along the north side of Imperial Way. There are dropped kerbs and tactile paving at the B3081 / Imperial Way roundabout and the A33 / Imperial Way roundabout; and,
 - A footway / cycleway runs adjacent to the A33 which provides a direct link between the Park and Reading town centre and across the M4 motorway to the housing to the south. In the vicinity of the park, the footways along the A33 are approximately 2m wide.
- 3.12 There are Toucan crossing facilities at the following locations:
- A33 between the A33 / Imperial Way roundabout and A33 / South Oak Way roundabout; and,
 - A33 Basingstoke Road gyratory.
- 3.13 As part of the previous consented application for the park and entire wider site, a number of improvements were made to the local pedestrian infrastructure. The planning consent included the introduction of control and informal crossings along both Imperial Way and Basingstoke Road. These crossings include:
- Signalised crossings with associated tactile paving and dropped kerbs at the Basingstoke Road / site access;
 - Pedestrian refuge island with associated tactile paving and dropped kerbs on the Basingstoke Road (approximately 150m south of the Whitley Wood Lane roundabout);
 - Pedestrian refuse islands with associated tactile paving and dropped kerbs on all arms of the new Imperial Way roundabout;
 - Tactile paving and dropped kerbs on the Imperial Way arm of the Whitley Wood Lane roundabout. This reflects the provision provided on the other arms of the roundabout; and,
 - Direct pedestrian / cycle access points to / from the A33 footway / cycleway have been provided.

- 3.14 In 2015, a package of improvement works was undertaken on the A33 Road to reduce congestion. Pedestrian and cycle connectivity were improved at the A33 / Bennet Road / Long Water Avenue gyratory with the construction of a new shared use footway adjacent to the southbound carriageway of the A33. This provided a more direct pedestrian and cycle link in the area. These improvement works improved the existing connectivity for pedestrians and cyclists between the Worton Grange site and destinations along the A33 corridor.

Existing Cycling Infrastructure

- 3.15 The cycle infrastructure around the park include the footway / cycleway which runs adjacent to the A33 between Reading town centre, across the M4 motorway to the housing south of the M4. Additionally, there are toucan crossings on the A33 as stated above.
- 3.16 As part of the planning consent for the Park, cycleway provision was improved to facilitate employees and visitors accessing the site from surrounding residential areas.
- 3.17 As previously stated in the walking infrastructure section above, the improvements at the A33 / Bennet Road / Long Water Avenue gyratory also promoted cycling.
- 3.18 RBC cycle route R1 is an off-road cycle route that runs to the west of the site along the A33 linking to routes to the south of the M4 as well as Reading Town Centre.
- 3.19 Sections of the B3031 Basingstoke Road, to the east of the Park is designated a 'linking route' with on road cycle/ bus lanes to provide alternative connections to the Reading Town Centre. The cycle facilities on this road provide connectivity to the Whitley and Whitley Wood cycle infrastructure.
- 3.20 A cycle map of Reading is provided at **Figure 3.3** below.

Figure 3.3 Extract from Reading Cycle Map



- 3.21 The local north-south routes provide connection to the National Cycle Network (NCN). NCN 27 runs approximately 1km to the north of the site. Access to this is provided along a local route which runs to the east of the A33 Basingstoke Road. NCR 27 provides a traffic free route to National Cycle Route 4 which provides access to Reading Town Centre which is approximately 5km to the north of the site.

Existing Bus Provision

- 3.22 The provision of public transport is an important factor to encourage modal shift from the private car. The provision of public transport will encourage sustainable transport for visitors and staff visiting the Park.
- 3.23 The nearest bus stops to the unit are located on Sentinel End. It is unknown whether these stops are yet operational at the time of writing and it has not yet been confirmed which services will run through them. However, they will become operational in due course.
- 3.24 The stops with a more frequent service are the stops on the B3081 Basingstoke Road. These stops are located approximately 550m to the east of the site and have a post and flag arrangement with a shelter provided for the northbound stop.
- 3.25 The services which serve this stop are the 6, 6a, 66 and 7. The 6 provides a high frequency service to the town centre. It is operated by Reading Buses and provides a 24 hour service. The service runs on

a 10 minute frequency throughout the day on weekdays and weekends. The morning and evening peak, the service frequency increases and reduces to an hourly frequency through the night. A summary of the frequencies is provided in **Table 3.2** below.

- 3.26 The 7 also provide an hourly service to Reading Town Centre and Risely Monday - Saturday. The service is reduced on a Sunday, but four daily services are provided. The 66 provides a service between Three Mile Cross - Royal Berkshire Hospital. Both the 7 and the 66 are operated by Reading Buses and the services frequencies are summarised in **Table 3.2** below.

Table 3.2 Summary of Bus Services from Basingstoke Road

Service	Operator	Route	Days of Operation	First/Last Service	Frequency
6	Reading Buses	Whitley Wood - Reading Town Centre	Mon - Fri	00:01 / 23:25	Every 10 minutes during the day
			Sat	00:01/ 22:57	Every 10 minutes during the day
			Sun	00:01 / 22:07	Every 10 minutes during the day
		Reading Town Centre - Whitley Wood	Mon - Fri	00:27 / 23:39	Every 10 minutes during the day
			Sat	00:27/ 23:59	Every 10 minutes during the day
			Sun	00:27 / 23:27	Every 10 minutes during the day
6a	Reading Buses	Whitley Wood - Reading Town Centre	Mon - Fri	06:10 / 14:20	Four per day
			Sat	06:10 / 14:19	Four per day
			Sun	06:12 / 22:07	Four per day
		Reading Town Centre - Whitley Wood	Mon - Fri	05:21 / 21:38	Seven per day
			Sun	05:29 / 21:43	Five per day
7	Reading Buses	Fleet - Reading Town Centre	Mon - Fri	06:48 / 23:26	Hourly
			Sat	08:05 / 23:26	Hourly
			Sun	10:50 / 18:50	Four services per day
		Reading Town Centre - Risely	Mon - Fri	05:31 / 22:55	Hourly
			Sat	06:32 / 22:49	Hourly
			Sun	10:06 / 18:05	Four services per day
66	Reading Buses	Three Mile Cross - Royal Berkshire Hospital	Mon - Fri	06:11 / 14:54	Hourly
		Royal Berkshire Hospital - Three Mile Cross	Mon - Fri	06:36 / 15:52	Hourly

Mass Rapid Transport

- 3.27 A Mass Rapid Transit (MRT) system is proposed along the A33. When it is completed it will connect Mere oak Park and Ride site to the south of M4 Junction 11 with Reading Town Centre via major employment centres and destinations on the A33 corridor.

- 3.28 The capacity improvements undertaken at M4 Junction 11 included a dedicated two-way bus link through the junction to form part of the MRT route. It was agreed as part of the Park consent that a protected alignment along the site frontage with the A33 was safeguarded.

Existing National Rail

- 3.29 The closest railway station to the proposed site is Reading Railway Station. The station is the principle railway station for Reading and is a major interchange outside London. The station is served by three rail operators which provide services to local and national destinations. Great Western Railway (GWR) provide intercity services to London Paddington, Bristol, the West Country and Wales. GWR also provide local services to London Paddington via Slough and Maidenhead. Additionally, they provide services to Didcot, Basingstoke and Newbury. Cross Country provide services to Newcastle, Manchester, Birmingham, Southampton and Bournemouth with one train per day extending to Guildford and Edinburgh. South Western Railway also provide a stopping commuter service to London Waterloo via Wokingham, Staines, Richmond and Clapham Junction.
- 3.30 The station is located approximately 5.5m to the north of the proposed site. The station has 344 bicycle parking stands and a shelter. Bus service 6a connects the site to the railway station. The bus stops at the railway station are located on Station Road, approximately 150m to the south of the station.
- 3.31 Reading West Railway Station is also located approximately 5km to the north of the proposed site. It is served by local trains to Reading, Basingstoke and Newbury. The station is only accessible on foot.

GreenPark Railway Station

- 3.32 A new railway station has been granted planning permission on the Reading to Basingstoke line at GreenPark as part of the GreenPark development. It has a forecast opening year of 2019 / 2020. It will be served by local trains between Reading and Basingstoke. It will be located approximately 1.5km to the west of the site and it is anticipated that new or re-routed bus routes will be provided connection from the Park and the wider area to the proposed station.

Summary

- 3.33 The location of the site and the availability of sustainable transport options; walking, cycling and public transport services means that alternative forms of transport to the private car are available and there is the potential for both visitor and staff trips to and from the site to be undertaken by non-car modes of travel. On this basis, the site is considered sustainable in transport terms.

4 Development Proposal and Effects of Development

Proposed Development

4.1 The development proposals can be summarised as follows:

- Change of Use of Unit 6 (Unit C) from Class A1 (Toys R Us) (1,858sqm) to a Class D2 Gym (2,963sqm including a 1,105sqm mezzanine level);

Vehicle Trip Generation

Existing Vehicle Trip Generation

4.2 The vehicle trip generation for the Gateway Retail Park (setting out the baseline vehicle trip generation for the park) is included within the Peter Brett Associates Transport Assessment which supported the original Reading Gateway application and, for clarity, is also set out in **Table 4.1** below.

Table 4.1 Approved Peak Hour Vehicle Trips (Gateway Retail Park)

Peak Period	Approved Vehicle Trips		
	Arrival	Departure	Two-Way
Weekday PM Peak Period	105	89	194
Saturday Peak Period	180	174	354

4.3 As shown above, the approved retail park traffic flows alone were predicted to be 194 two-way vehicle trips in the evening peak and 354 two-way vehicle trips in the Saturday peak period.

Proposed Vehicle Trip Generation

4.4 Due to a number of omissions from the PBA Transport Assessment, WYG were unable to replicate the exact trip generation methodology undertaken for the approved scheme at the park, albeit, a reasonable and appropriate vehicle trip generation for the proposals is set out in **Table 4.2** below.

Table 4.2 Approved and Proposed Vehicle Trips Associated with Change of Use Applications

Unit	Use Class	Vehicle Trip Rates		Vehicle Trip Generation	
		Arrival	Departure	Arrival	Departure
Unit 6 (Unit C)	Approved A1 (1,858sqm)	1.504 PM Peak	1.597 PM Peak	28 PM Peak	30 PM Peak
		3.219 Saturday Peak	3.151 Saturday Peak	60 Saturday Peak	59 Saturday Peak
	Proposed D2 (2,963sqm)**	1.955 PM Peak	1.496 PM Peak	53 PM Peak	41 PM Peak
		0.298 Saturday Peak	0.623 Saturday Peak	8 Saturday Peak	17 Saturday Peak

* A3 use has been used for trip generation purposes to represent a worst-case vehicle trip generation.

**22% reduction in trip rates have been applied to the mezzanine floorspace.

- 4.5 As shown above the proposals would result in the following net changes in vehicle trip generation, as shown in **Table 4.3** below:

Table 4.3 Net Change in Vehicle Trips for Change of Use Applications

Unit	Net Change in Vehicle Trip Generation	
	Arrival	Departure
Unit 6 (Unit C)	+25 PM Peak	+11 PM Peak
	-52 Saturday Peak	-42 Saturday Peak

- 4.6 As shown above, the gym (Unit 6) results in a non-material impact during the weekday evening peak period (36 additional trips) and there would be a significant reduction in the Saturday peak period. The 36 additional trips during the PM Peak period equates to one vehicle arriving at the park every 1 to 2 minutes which is not considered to be severe, particularly considering the positive impact during the Saturday peak.
- 4.7 In accordance with Policy DM12, it is considered that the minimal changes in vehicle trip generation would result in no material changes to the effect on safety, congestion or the environment.

Car Parking and Car Park Accumulation

Car Parking Provision

- 4.8 Car parking is to be provided in accordance with the approved scheme which allowed for up to 333 spaces at the park, in accordance with the Reading Revised Parking Standards SPD.

Table 4.4 Maximum Vehicle Parking Requirements (Zone 3)

Land Use	Maximum parking standard	Proposed Overall Land Use Floorspace	Maximum Allowed Spaces
A1 Non-Food Retail over 1,000sqm	1 space per 30sqm	2,414sqm	80 spaces
A2 Financial and Professional Services	1 space per 30sqm	416sqm	14 spaces
A3 Restaurant (Drive-to and Drive Through)	1 space per 5sqm	1,662sqm	332 spaces
C1 Hotel	0.75 spaces per bedroom	120 bedrooms	160 spaces
D2 Gym	1 space per 30sqm	2,963sqm	99 spaces
Total Maximum Allowed Parking Spaces			685 spaces

- 4.9 As shown above, based on the maximum parking standards the Park could, in theory, provide a total of 685 spaces, which is significantly higher than the 333 spaces approved.
- 4.10 There are no changes to the proposed level of parking as a result of the application. This is further evidenced / supported in the following parking accumulation section.

Car Parking Accumulation

- 4.11 In order to determine the impact of the proposals on the proposed parking provision, a car park accumulation exercise has been undertaken.
- 4.12 It is understood that the previous PBA Transport Assessment determined that the approved scheme would result in a parking accumulation in the region of 240 during the weekday evening peak period and 320 during the Saturday peak period.
- 4.13 Due to a number of omissions from the PBA Transport Assessment a new parking accumulation study has been undertaken using a combination of the approved vehicle trip rates and those obtained from TRICS where certain land use trip rates were not available.
- 4.14 The results of the parking accumulation exercise for the proposed scheme is set out in **Table 4.5**.

Table 4.5 Parking Accumulation

Time	Vehicle Parking Accumulation	
	Weekday PM Peak Period	Saturday Peak Period
00:00-01:00	50	30
01:00-02:00	50	30
02:00-03:00	52	31
03:00-04:00	50	30
04:00-05:00	50	30
05:00-06:00	52	30
06:00-07:00	62	26
07:00-08:00	65	32
08:00-09:00	55	42
09:00-10:00	85	67
10:00-11:00	110	120
11:00-12:00	126	124
12:00-13:00	187	174
13:00-14:00	175	164
14:00-15:00	141	140
15:00-16:00	121	119
16:00-17:00	149	152
18:00-19:00	205	172
19:00-20:00	226	165
20:00-21:00	219	191
21:00-22:00	153	161
22:00-23:00	125	128
23:00-24:00	96	60

- 4.15 As shown above, taking into consideration a) the proposals for Unit 6 (Unit C) and b) the unimplemented approved mezzanine floorspace, the maximum vehicle parking accumulation is in the region of 226 vehicles in the weekday evening peak (68% occupancy) and 191 two-way vehicles during the Saturday peak (57% occupancy). The reason for the similarities between the weekday evening peak and Saturday peak demand, is particularly due to the trip generation profile of the proposed D2 gym use during the weekday evening period.

Cycle Parking

- 4.16 It is pertinent to note that the approved cycle parking provision was for a total of 52 spaces, in the form of 26 Sheffield Stands. The approved spaces were not allocated for each use / unit specifically, but, rather, across the park as a whole.
- 4.17 It is considered both reasonable and appropriate that the change of use proposals would not give rise to a material difference in the demand for cycle parking and, on this basis, it is proposed to provide the same number of cycle parking spaces across the park as a whole.



Servicing, Deliveries and Refuse Collection

- 4.18 Servicing, deliveries and refuse collection will be undertaken as per the previously approved scheme and no changes to the on-site loading facilities for each unit. The proposals will not result in any material change to the number of these vehicle accessing or egressing the site.

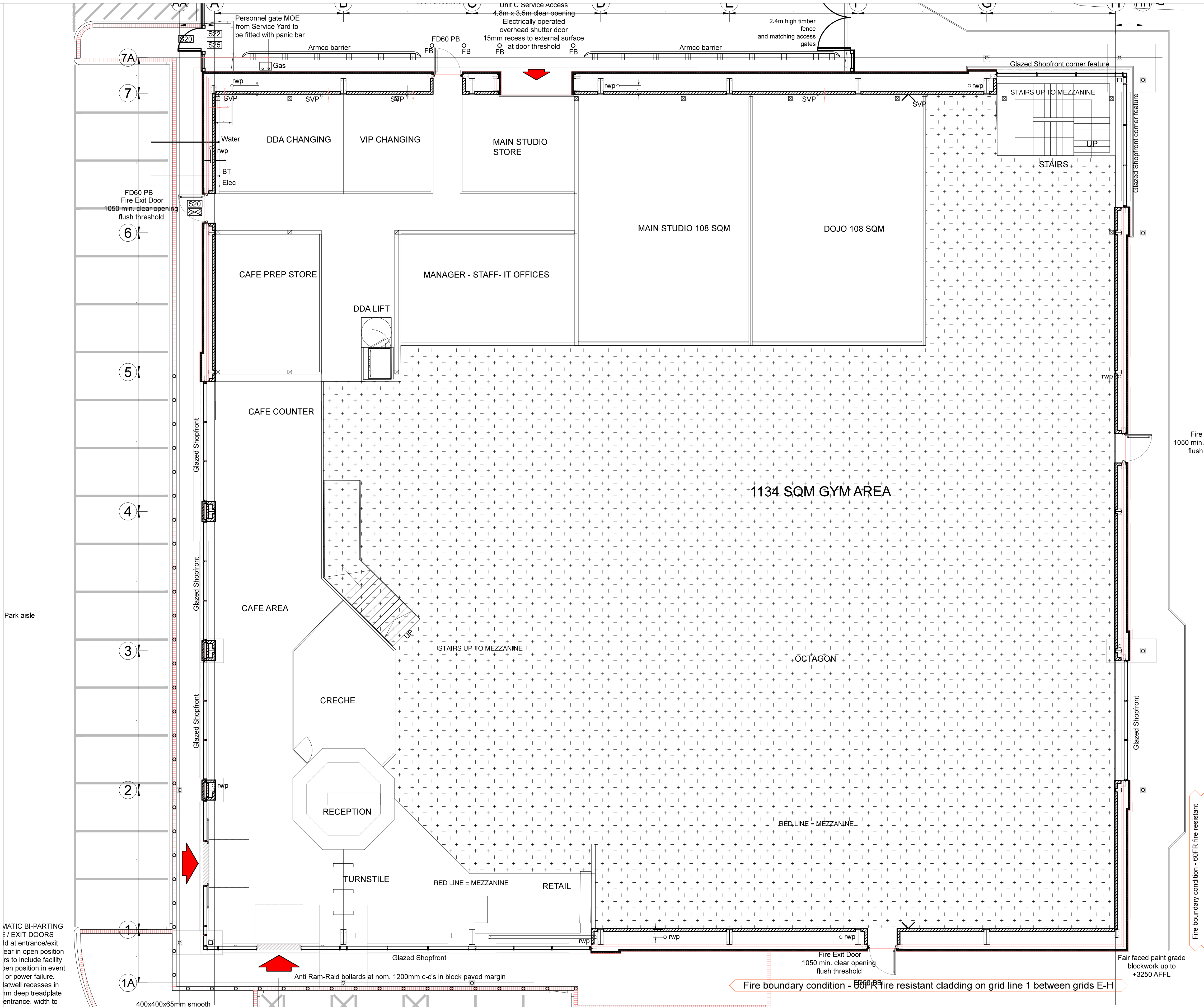
5 Summary

- 5.1 WYG has been commissioned by Aberdeen Standard Investments to prepare a Transport Statement in support of a planning application for:
- Change of Use of Unit 6 (Unit C) from A1 Retail to D2 Gym and insertion of a c.1,105sqm mezzanine.
- 5.2 The location of the site and the availability of sustainable transport options including walking, cycling and public transport services means that alternative forms of transport to the private car are available and there is the potential for both visitor and staff trips to and from the site to be undertaken by non-car modes of travel.
- 5.3 An assessment of the proposal indicates that the gym (Unit 6) results in a non-material impact during the weekday evening peak period (36 additional trips) and there would be a significant reduction in the Saturday peak period. The 36 additional trips during the PM Peak period equates to one vehicle arriving at the park every 1 to 2 minutes which is not considered to be severe, particularly considering the positive impact during the Saturday peak.
- 5.4 In accordance with Policy DM12, it is considered that the minimal changes in vehicle trip generation would result in no material changes to the effect on safety, congestion or the environment.
- 5.5 A parking accumulation exercise indicates that including the un-implemented mezzanine floorspace at the park, then there would be a maximum parking demand of 226 vehicles in the weekday evening peak and 191 two-way vehicles during the Saturday peak. The reason for the higher weekday demand is particularly due to the increased trip generation of the gym during the weekday period.
- 5.6 The overall car parking provision within the retail park is considered appropriate, with provision adhering to the principles of local maximum parking policy standards whilst ensuring that an appropriate level of parking provided to accommodate potential demand.
- 5.7 On this basis, the impact of the proposals will not be severe in the context of Paragraph 109 of the NPPF.



Appendix A

PROPOSED SITE LAYOUT

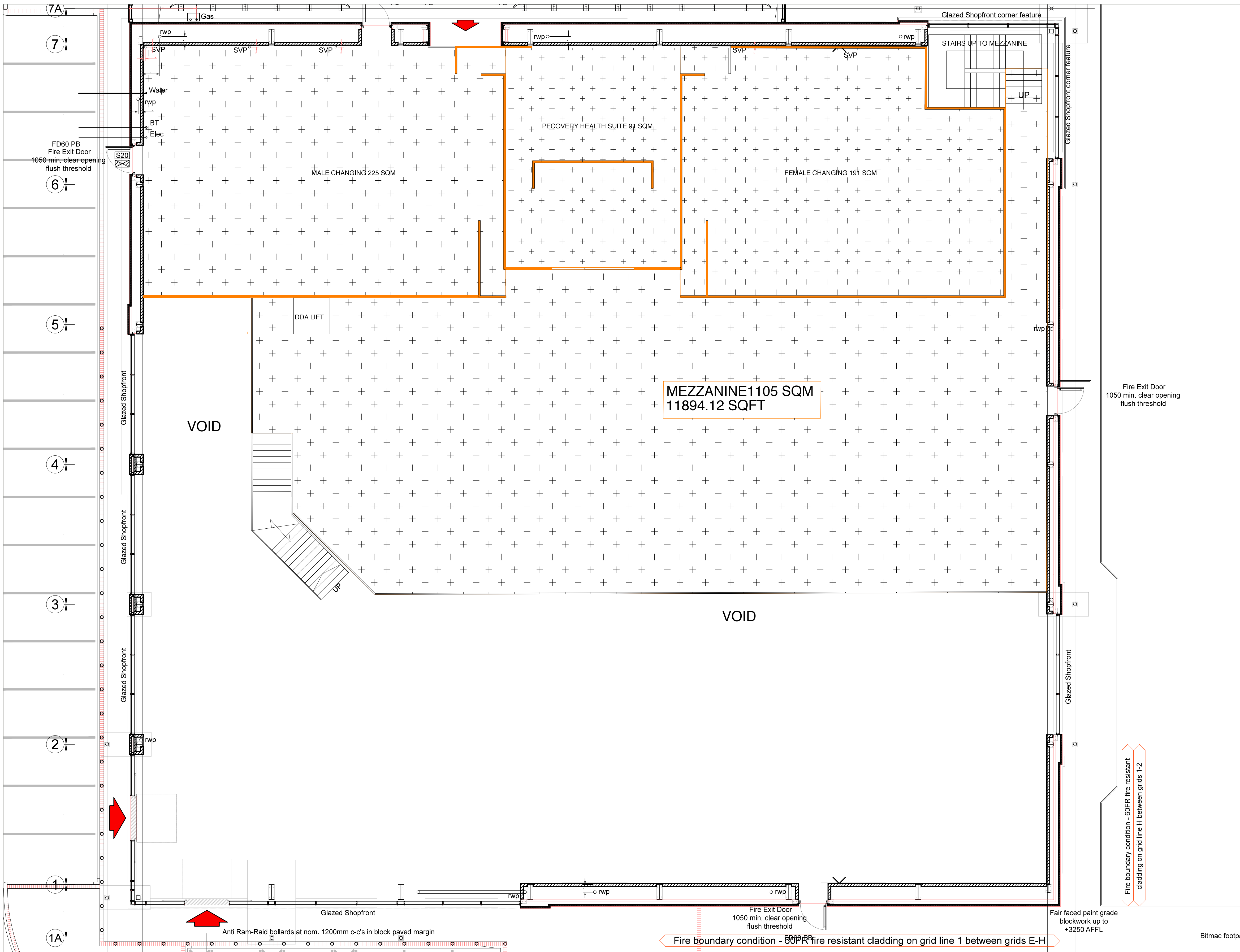


1 PROPOSED GROUND FLOOR PLAN
SCALE 1:100

- Notes:
- Do not scale from this drawing. Use figured dimensions only. Contractor to check dimensions on site prior to construction and notify CA of any discrepancy.
 - This drawing is to be read in conjunction with all other relevant contract drawings, specifications and schedules.

Rev	Date	By	Notes
X	xx.xx.xx	XX	Xxxx

Client:	UFC GYM	Issue:	FOR COMMENT
Project:	READING	Drawing Title:	PROPOSED GROUND FLOOR
		Date:	05.04.2019
		Scale:	1:100 @ A1
		Drawn by:	
		Checked by:	
		Drawing No:	M-UFC-100-01
		Rev:	



1 PROPOSED MEZZANINE FLOOR PLAN
SCALE 1:100

- Notes:
- Do not scale from this drawing. Use figured dimensions only. Contractor to check dimensions on site prior to construction and notify CA of any discrepancy.
 - This drawing is to be read in conjunction with all other relevant contract drawings, specifications and schedules.

Rev	Date	By	Notes
X	xx.xx.xx	XX	Xxxx

Rev	Date	By	Notes
X	xx.xx.xx	XX	Xxxx

Client: **UFC GYM**

Project: **READING**

Issue: **FOR COMMENT**

Drawing Title: **PROPOSED MEZZANINE FLOOR PLAN**

Date: 25.04.2019	Scale: 1:100 @ A1	Drawn by:	Checked by:
Drawing No: M-UFC-101-02	Rev:	/	

