

Kenavon Drive, Reading
Transport Assessment Addendum
May 2019



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

1 Introduction

Peter Brett Associates LLP (PBA) have been commissioned by Berkeley Homes Southern to prepare this Technical Note (TN) to support a Section 73 planning application to Kenavon Drive, Reading (Ref 170509) to increase the number of homes on site from the consented 765 to 795. **Table 1.1** sets out the proposed increases per apartment block.

Table 1.1: Consented & Proposed Apartment per Block

	East Block	Middle Block	West Block	Total Homes
Planning Consent	213	271	281	765
S73 Proposal	229	284	282	795
Difference	+16	+13	+1	+30

Table 1.2 presents the consented and proposed accommodation schedule and includes the total bedrooms.

Table 1.2: Consented & Proposed Accommodation Schedule

Home Type	Consented No. of Homes	Proposed No. of Homes
1 bedroom studio	0	48 (+48)
1-bedroom apartment	320	319 (-1)
2-bedroom apartment	409	398 (-11)
3-bedroom apartment	30	30 (0)
3-bedroom house	6	0 (-6)
Total Units	765	795 (+30)
Total Bedrooms	1246	1253 (+7)

The application proposal retains the consented 324 car parking spaces. Section 5 sets out additional information regarding car parking provision.

2 Trip Generation

Table 2.1 presents the total person generation and modal split for both the consented and proposed scheme. As previously stated the application does not seek additional car parking therefore the assessment is considered robust in terms of car generation.

Table 2.1: Consented & Proposed People Generation & Modal Split

	Mode Share %	Consented Scheme		Proposed Scheme	
		AM Peak	PM Peak	AM Peak	PM Peak
Work at home	6%	28	29	29 (+1)	30
Underground, metro, light rail, tram	2%	7	7	10 (+3)	10
Train	26%	122	125	127 (+5)	131
Bus, minibus or coach	6%	28	29	29 (+1)	30
Taxi	0%	0	0	0 (0)	0 (0)
Motorcycle, scooter or moped	1%	3	4	5 (2)	5 (1)
Driving a car or van	22%	102	110	107 (+5)	110 (+0)
Passenger in a car or van	2%	10	9	10 (0)	10 (+1)
Bicycle	5%	21	21	24 (+3)	25 (+4)
On foot	31%	143	146	151 (+8)	156 (+10)
Other method of travel to work	0%	0	0	0 (0)	0 (0)
Total	100%	464	479	487 (+23)	502 (+23)

It is predicted the proposed increase of 30 homes on site will generate an additional 23 person trips in the morning and evening peak. The clear majority (87%) of these additional trips will be via public transport, on foot and by bicycle.

3 Servicing & Delivery Strategy

The consented servicing and delivery strategy will not alter under the proposed application and will continue to be managed by an on-site management company.

4 Cycle Parking

Table 4.1 presented the consented and proposed cycle parking provision based on the agreed cycle parking ratios with RBC highway officers.

Table 4.1: Consented & Proposed Cycle Parking

	Ratio	Consented Scheme		Proposed Scheme	
		No. of Homes	No. of Cycle Parking	No. of Homes	No. of Cycle Parking
1 bedroom studio	0.5	0	0	48	24
1 bedroom apartment	0.5	320	160	319	160
2 bedroom apartment	0.5	409	205	398	199
3 bedroom apartment	1	30	30	30	30
3 bedroom house	2	6	12	0	0
		765	407	795	413

As proposed within the consented scheme the cycle parking will continue be provided in a mixture of Brompton style cycle lockers and ground floor storage facilities. **Table 4.2** sets out how this is proposed to be provided per block.

Table 4.2: Cycle Parking by Type

New Cycle Parking	East Block	Middle Block	West Block	Total
Units	229	284	282	795
Ground Floor Spaces	102	88	118	308
Cycle Locker	24	64	35	105
Total per Block	126	152	153	413

5 Car Parking

As set out in the Section 1 the application proposals retain the consented 324 car parking spaces. **Table 5.1** sets out the consented and proposed car parking ratios per apartment block.

Table 5.1: Consented & Proposed Car Parking Provision

	Consented		Proposed	
	No. of Homes	No. of Car Parking	No. of Homes	No. of Car Parking
East Block	213	87	229	87 (0)
Middle Block	271	96	284	96 (0)
West Block	281	141	282	141 (0)
Total	765	324	795	324 (0)
Parking Ratio	-	0.42	-	0.40

Table 5.2 summarises recent consented applications and associated car parking provision and ratios.

Table 5.1: Consented Schemes in Reading Car Parking Provision

Site Name	No. of Homes	No. of Car Parking Spaces	Parking Ratio
Chatham Place	184	92	0.50
Kings Point	103	27	0.26
Jacksons Corner	34	0	0.00
Gas Works	34	0	0.00
52-55 Friar Street & 12 Greyfriars Road	137	22	0.16
Royal Mail	701	350	0.50
29-35 Station Road	33	0	0.00
30 Garrard Street	106	12	0.11

Based on Table 5.2 the proposed parking ratio of 0.40 is considered acceptable given the sites sustainable location and comparison against other local schemes.

6 Summary and Conclusion

The provision of an additional 30 homes to the site, taking it from 765 to 795 units will not have a material impact on the highway as the site does not propose to increase parking with respect to that uplift and only includes an increase in 7 bedrooms over the consented.

The parking ratio proposed is considered comparable to that of other schemes consented within Reading.

Additional cycle parking is proposed to account for the additional units being proposed, which has been calculated based on the unit mix per plot.

The proposed changes to the previous consented scheme which consist of an increase in 30 homes will not have a material impact on the local highway network, as such there is no requirement for any additional assessment.