

TECHNICAL NOTE

Job Name: Worton Grange, Reading
Job No: 32618
Note No: 32618-TN013
Date: September 2018
Prepared By: Douglas Whittaker
Subject: Discharge of Condition 53

Introduction

This Technical Note (TN) has been prepared in response to Reading Borough Council's (RBC) Highway Officer's comments dated 22nd August 2018 relating to discharging condition 53 of the consented Worton Grange (ref: 151944) development.

The Council Highways Officer had the following comment:

"In terms of Unit A the submitted plan identifies the area previously allocated as parking for the previous Toys R Us store as well as a provision around the edge of the store (36 spaces). Based on the floor area this is below the Council's standards and no information is provided as to how direct access to the adjacent car parking (provided for Unit C/ Toys R Us) will be provided. A footway is provided around the car park but knee rail barriers would restrict access, this should therefore be clarified with additional information.

This TN seeks to provide supporting evidence that the parking provision for Units A, B & C is acceptable and how access between the two car parks during construction will be achieved. will not result in detrimental impact on the highway network in terms of capacity or highway safety.

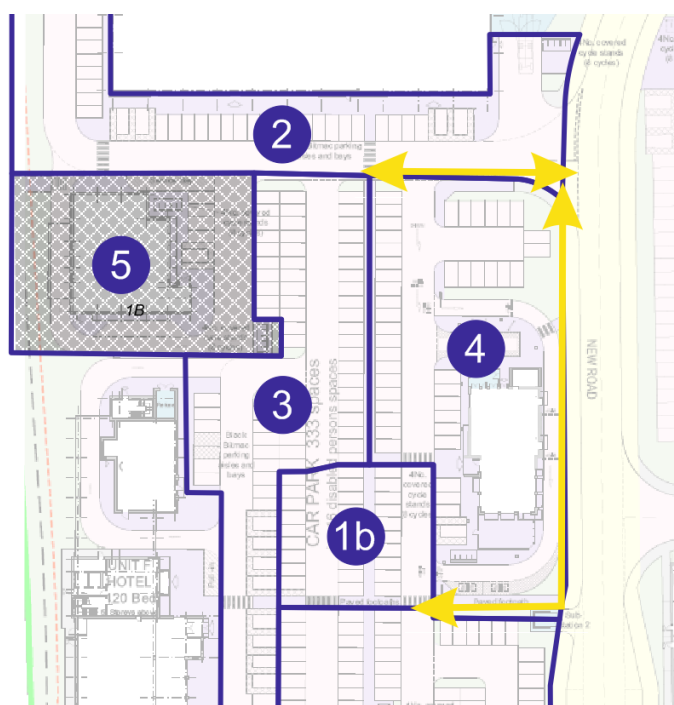
Pedestrian & Cycle Strategy

A temporary dedicated pedestrian route from Units A and B (phase 2) to the overflow area (phase 1B) and the main area (phase 1) will be provided to facilitate pedestrian movement, as seen in **Figure 1**. The proposed option is to shorten the walking distance from Units A & B to the larger car park located adjacent to Unit C.

This route will provide safe access for pedestrian movement to Units A and B if they are unable to utilise the 36 spaces outside Units A and B. As outlined in Figure 1, the pedestrian route will utilise the built spine road footway and access the larger southern car park via the proposed paved footway located between Unit E and sub-station 2. This route will mean that pedestrians will avoid the knee-high barriers located within the landscaped area alongside the larger southern car park.

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Figure 1: Temporary pedestrian route between Units A & B and Phase 1 & Phase 1B.



Temporary Parking Provision for Units A, B & C

Table 1 provides a summary breakdown of the floorspace for each unit and the associated car parking provision required to meet RBC Car Parking Standards.

Table 1: Parking Provision per Unit

Land Use	Unit	Ground Floor (sqm)	Mezzanine (sqm)	Total	Car Parking Standard	Car Parking No.
A1 Non Food	Unit A	1858	0	1858	40 sqm	46
	Unit B	790	0	790	40 sqm	20
	Unit C	1858	0	1858	40 sqm	46
	Sub Total	4506	0	4506	40 sqm	113

Table 1 shows that 113 car parking spaces would be required for Units A, B & C. Currently the parking provision plan found in **Appendix A** provides 36 spaces adjacent to unit's A & B and 170 spaces located adjacent to Unit C. Thus, there is a sufficient number of spaces provided within the development for all three units to appropriate independently.

Permeant Parking Provision for Units A, B & C.

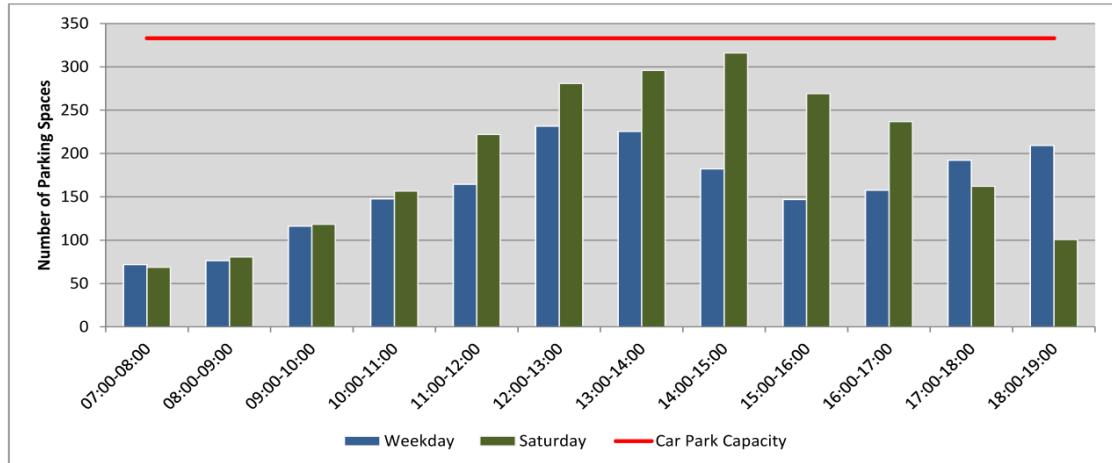
As outlined within the agreed Transport Assessment and Transport Assessment Addendum. The level of parking at the site has been developed in coordination with the approved TRICS trip rates. As the proposed development relates to a mixture of land uses which serve to provide a complementary service offer, it was proposed that the development provides a reduction in vehicle parking provision to account for the varying peak demands and cross visitation between land uses. This is considered an appropriate strategy for the site and accords with the principles set out in PG (2014) for 'lessening traffic generation and its detrimental impacts'.

The proposed 333 spaces (including 16 disabled bays) is considered appropriate for the proposed land uses on the site.

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Figure 2 provides an overview of the combined parking demand for the Non-Food retail, hotel, Drive 'thru' and food elements of the site using the RBC approved trip rates. This demonstrates that the proposed 333 (including 16 disabled bays) parking spaces can accommodate the demand for parking during both the week day and Saturday scenarios.

Figure 3-2: Retail Park Parking Demand by Hour

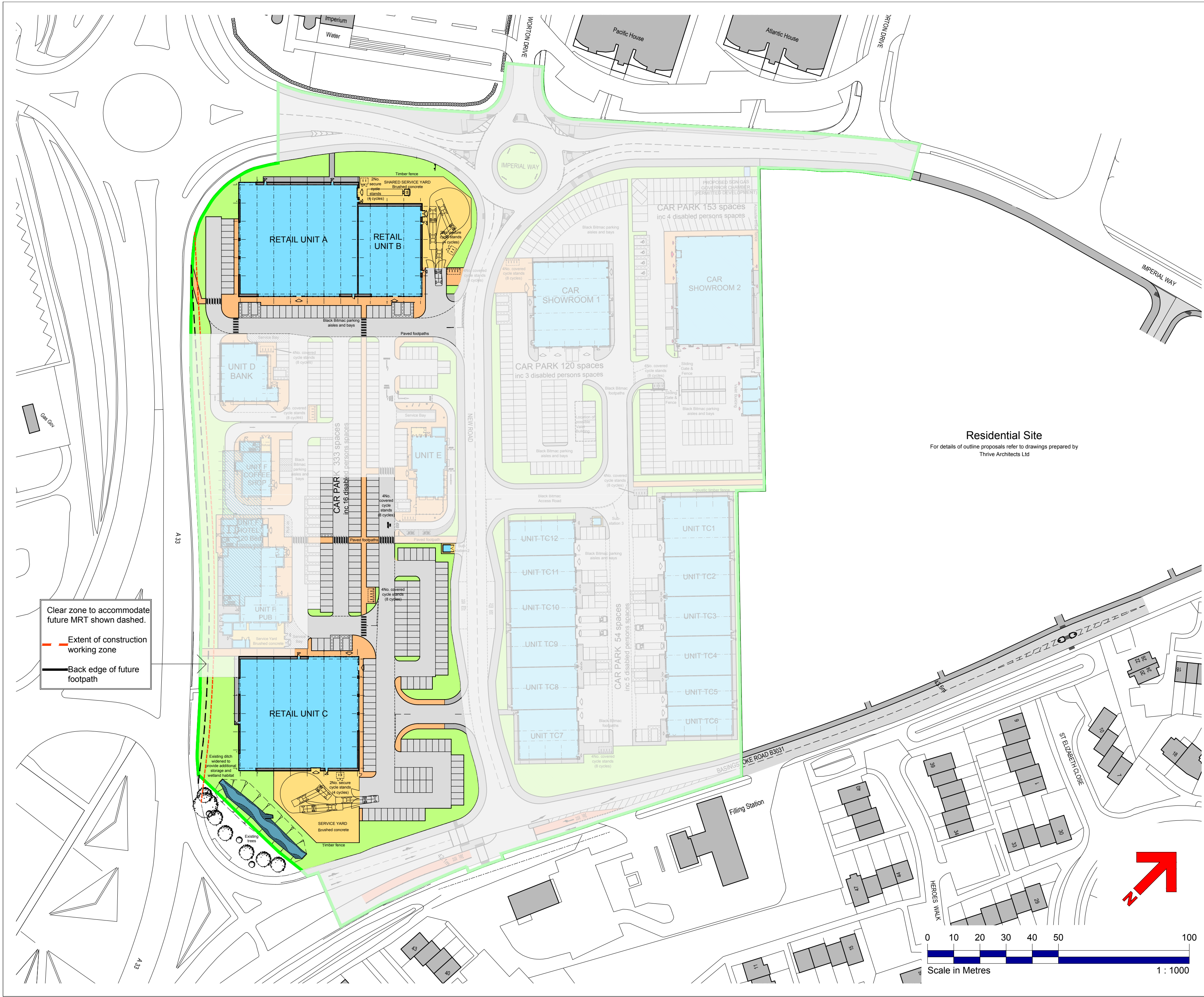


The highest parking demand during a typical week day is between 12:00 – 13:00, while the highest demand during a typical Saturday is between 14:00 – 15:00. The peak demand for both the week day and Saturday remain within the capacity of the car park.

Summary & Conclusion

This TN has demonstrated that the proposed temporary pedestrian and cycle strategy from Units A/B to the larger car parking area is achievable and that there is sufficient car parking provision across the site for the three units to operate both within the temporary and permanent scenarios.

Appendix A – Temporary Layout



NOTES

- 1 © Saunders Architects LLP
- 2 Figured dimensions must be taken in preference to scaled dimensions and site dimensions are to be checked before work is put in hand
- 3 This drawing has been compiled from Ordnance Survey data © Crown Copyright; info from Peter Brett Associates LLP, Reading Drawing No.'s 28791/001/002, dated 08.01.14 & 326818-001-004E, dated 27.10.15; Topographical Survey data provided by Greenhatch Group, Derby Drawing No. 21122OGL Rev. 0, dated 06-14.11.14
- 4 Landscape proposals shown are indicative only for full details see Peter Brett Associates LLP drawings.
- 5 This drawing is base upon 1894-P-22 rev Q

Residential Site

For details of outline proposals refer to drawings prepared by Thrive Architects Ltd

AMENDMENTS



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PARKING PROVISION SITE PLAN

Proposed Development at Worton Grange, Imperial Way
READING
for Kier Reading LLP

SCALE 1:1000 @ A2

Drawn MJM	Date April 2018
DRAWING No 1894 - P - 37	REVISION