

**Thames Quarter
(338 Unit Scheme),
Reading**

**Prepared for
Lochailort Reading Limited**

by

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Limited**

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1.0 INTRODUCTION

Instructions and Development Brief

- 1.1 Stuart Michael Associates (SMA) has been appointed by Lochailort Reading Limited (the 'Applicant') to prepare a Transport Assessment (TA) in support of a Planning Application for redevelopment of the former Cooper BMW Garage site, Napier Road, Reading (the 'site').

Consented Development

- 1.2 In November 2017, Reading Borough Council (RBC) granted planning consent (PA Ref: 162166) for a similar development consisting of 315 apartments on the site. The proposed development is to increase the development size of the 13th floor to provide for an uplift in units from 315 to 338, an addition of 23 units (cycle parking is also increased to 338 spaces).
- 1.3 Other than the increase in unit numbers the proposed development is identical to the previous consented scheme. Therefore, this TA considers the highway impact of the additional 23 units, building on the previous TA submitted and approved by RBC for the consented 315 unit scheme. **Appendix 1** contains a copy of the previous TA.

Site Description

- 1.4 The site has been used as a temporary car park with parking spaces for some 133 vehicles. This is now been cleared to accommodate the consented 315 unit residential scheme.
- 1.5 The site is situated on land immediately south of Kings Meadow Road, adjacent to the junction with the A329. The site is bound by Napier Road / Kings Meadow road to the north, the A329 to the west and the site access road to the east, the London mainline railway lies on the southern site boundary. Vehicular access to the site is to be retained via the existing access road from Napier Road. **Figure 1.1** illustrates the site location.

Scope of the Report

- 1.6 This TA has been prepared in accordance with both local and national policy, as detailed in Section 2 of the consented scheme TA (see **Appendix 1**). The remainder of this report will be structured as follows:



- Section 2:** Reviews the site accessibility as described in Section 3 'Existing Situation' of the consented scheme TA and updates where necessary any changes to the information provided;
- Section 3:** Provides an assessment of the highway impact of the proposed development;
- Section 4:** Provides the summary and concluding comments to the report.



2.0 THE EXISTING SITUATION

- 2.1 The TA for the consented residential scheme for the site provided a detailed assessment of the existing pedestrian & cycle infrastructure, local transport infrastructure and local facilities. The site is ideally located in sustainable transport terms, conveniently accessible by all travel modes.
- 2.2 The details presented in the consented scheme TA have remained largely unchanged. Some additional information is provided below regards rail and bus services.
- 2.3 Table 3.1 of the consented scheme TA detailed the various bus routes in the vicinity of the proposed development. At the beginning of this year, Reading Buses announced amendments to routes 22, 27 and 29 including frequency changes, minor timetable changes and route adjustments. Routes 27 and 29 for example, will be circular, with route 27 running anti-clockwise and route 29 clockwise.
- 2.4 The proposed East Reading Mass Rapid Transit (MRT) is currently out for consultation (RBC Ref 171108). This will help to provide high frequency services (up to 3 minutes at peak times) linking to a range of destinations.
- 2.5 As detailed in the consented TA, the site is located within 400m east of Reading Rail station. The northern entrance is 300m from the site and is accessible on foot via pedestrian crossings and convenient footway/path links.
- 2.6 Great Western Railway have recently introduced new electric trains on routes serving Reading and further west to Bristol and Cardiff. The new trains (along with the roll-out of new intercity trains) provide increased capacity and better on-board facilities. The Elizabeth Line (formally Crossrail) is on course to serve Reading by 2019.
- 2.7 Pedestrian and cycle infrastructure has remained largely unchanged to what was described in the consented TA. The area has a good level of infrastructure which allows for safe and convenient access to the local area.

Summary

- 2.8 The consented scheme TA, detailed the highly accessible nature of the site by all modes of sustainable travel. The locality has good pedestrian/ cycle, rail and bus links. This facilitates the safe and convenient movement between the site and the surrounding area.



3.0 DEVELOPMENT PROPOSALS

- 3.1 The development proposal consists of a part 13 storey, part 23 storey building comprising 338 apartments with associated residential facilities; ancillary back-of-house facilities; 338 secure cycle parking spaces; 49 car parking spaces; landscaping; and associated works. **Appendix 2** contains the masterplan drawing.
- 3.2 The proposed development is similar to the consented scheme for 315 apartments. The principal changes are in regard to the increased number of units on the 13th floor (23 additional units) and the increase in cycle parking spaces to 338. Otherwise the access arrangements (both pedestrian and vehicle), car parking (provision and layout), building service arrangements (refuse collection etc.) and building design remain unchanged from the scheme detailed in Section 5 of the consented TA.
- 3.3 As noted the proposed development is to provide 338 secure cycle parking spaces. The proposed provision of cycle parking exceeds that required by RBC (0.5 cycle spaces).

Potential Trip Generation

- 3.4 The proposed development will result in 23 additional units compared to the consented 315 unit scheme. To assess the impact of the additional units, the TRICS trip generation used for the consented scheme has been updated to account for the additional units.
- 3.5 **Table 3.1** summaries the vehicle trip rates per unit and provides the potential number of trips for the proposed development of 338 units.

Table 3.1: Potential Trips

	ARRIVALS	DEPARTURES	TOTALS	ARRIVALS	DEPARTURES	TOTALS
Time Range	Trip Rate	Trip Rate	Trip Rate	# of Trips	# of Trips	# of Trips
0800-0900	0.045	0.107	0.152	15	36	51
1700-1800	0.069	0.047	0.116	23	16	39

- 3.6 Table 3.1 shows the proposed development of 338 units will result in 51 two way trips in the AM peak (08:00-09:00) and 39 two way trips in the PM peak (17:00-18:00).



Comparison to 315 Unit Consented Scheme

- 3.7 **Table 3.2** compares the potential trips from the proposed development with the consented development for 315 units.

Table 3.2: Comparison of Schemes

	Consented Development (315 units)		
Time Range	ARRIVALS (Difference)	DEPARTURES (Difference)	TOTALS (Difference)
0800-0900	14	34	47
1700-1800	22	15	37
	Proposed Development (338 units)		
Time Range	ARRIVALS	DEPARTURES	TOTALS
0800-0900	15 (+1)	36 (+ 2)	51 (+ 3*)
1700-1800	23 (+ 1)	16 (+ 1)	39 (+ 2)

*Note- figures have been rounded

- 3.8 The proposed additional 23 units will result in 3 additional two way trips in the AM Peak and 2 additional two way trips in the PM peak. This is a negligible increase in trips and would have no material impact the local highway network.
- 3.9 Taking the assignment and distribution presented in the consented TA, the updated trip generation was re-assessed. In the AM peak, the additional traffic is split between the A329 – Forbury Road and the A329 – Vastern Road. In the PM peak the additional traffic is assigned to the A329-Vastern Road.
- 3.10 **Figure 3.1** illustrates the distribution of traffic on the local highway network (Figure 5.2-consented TA). **Figure 3.2** (Figure 5.3-consented TA) illustrates the proposed development traffic on the local network.
- 3.11 Considering the negligible increase in trips as a result of the additional 23 units the junction assessments presented in the consented TA are considered still valid. Therefore the junction modelling has not been re-run for the proposed development.
- 3.12 Section 7 of the consented TA detailed mitigation measures including transport contributions towards the funding of a new pedestrian / cycle crossing on Kings Meadow Road and a Residential Travel Plan. The Travel Plan includes potential measures such as Travel Information Packs, subsidised sustainable travel vouchers, promotion of car sharing etc. These measures are considered robust enough to accommodate for the additional 23 units proposed and therefore no new measures are proposed.



4.0 SUMMARY AND CONCLUDING COMMENTS

- 4.1 The Applicant is seeking planning permission for the erection of a part 13 storey, part 23 storey building comprising 338 apartments including residential facilities, landscaping and associated works. The proposed development is to provide 49 car parking spaces and 338 cycle parking spaces on the former Cooper BMW site.
- 4.2 Planning consent for a similar 315 unit scheme was granted in November 2017. The proposed development is near identical to the consented scheme except for an increase of units on the 13th floor and the increase of cycle parking spaces to 388. All other aspects of the proposed development, such as access arrangements, parking layout etc. remain unchanged.
- 4.3 As detailed in this report and the consented TA, the site location has been demonstrated to be sustainable in terms of accessibility by sustainable travel modes. It has been demonstrated that many of the local facilities and key trip ends are within a reasonable walking and/or cycling distance. Furthermore, frequent local public transport services are accessible from Kings Meadow Road and Reading Rail Station Interchange.
- 4.4 The proposed development of 338 units could generate some 51 trips in the AM peak and 39 trips in the PM peak. When compared to the consented scheme, this is an increase of 3 trips in the AM peak and 2 trips in the PM peak. This is a negligible increase and will not have a material impact on the local highway network.
- 4.5 Potential mitigation measures suggested for the consented scheme are considered robust enough to address the negligible impact from the increase in unit numbers (315 to 338 units) of the proposed development.
- 4.6 In the context of accessibility this Transport Assessment has demonstrated that the proposed development site is located in a highly accessible and sustainable location, conveniently accessible by non-car modes. It is not anticipated that the development would cause a detrimental impact to the operation or safety of the local highway network. Therefore based on the criteria set out in NPPF the development will not have a residual cumulative impact which is severe and so there is no transport basis for refusal.



FIGURES



APPENDIX 1



APPENDIX 2