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Partnership**

Transport Planning and
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Proposed Residential Development 199-207 Henley Road, Reading

Henley Road Limited

Transport Assessment: Addendum

June 2017

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CONTENTS

	<u>Page</u>
1.0 INTRODUCTION	1
1.1 Aim of Addendum and Planning History	1
1.2 Contents	2
2.0 DEVELOPMENT PROPOSALS	3
2.1 Scheme Proposals	3
2.2 Site Access and Layout	3
2.3 Parking	4
2.4 Traffic Generation	4
2.5 Servicing	5
3.0 DEVELOPMENT APPRAISAL	6
3.1 Accessibility by Non-Car Means	6
3.2 Site Access and Layout Review	6
3.3 Parking Review	6
3.4 Traffic Impact on Wider Road Network	7
3.5 Servicing	7
3.6 Refusal Appraisal	7
4.0 CONCLUSIONS	9

APPENDICES

Appendix 1	Proposed Site Access
Appendix 2	Proposed Site Layout
Appendix 3	Refuse Vehicle Swept Path Analysis

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1.0 INTRODUCTION

1.1 Aim of Addendum and Planning History

- 1.1.1 This Transport Assessment Addendum accompanies a planning application submitted on behalf of Henley Road Limited for a proposed residential development of some 42 dwellings on land to the south of Henley Road, Caversham, Reading.
- 1.1.2 A planning application, no. 161842, was submitted to Reading Borough Council in October 2016 for the demolition of nos. 199-203 Henley Road, Caversham, Reading and erection of 60 dwellings at 199-203 Henley Road and to the rear of 205-207 Henley Road. Peter Evans Partnership (PEP) prepared a Transport Assessment, September 2016 to accompany the application.
- 1.1.3 The planning application was refused in January 2017 for a number of reasons, three of which were highways related:
- 2: *'The proposed access road is unsuitable, due to its substandard junction radii, to accommodate the traffic which would be generated by the proposed development. This would have an adverse effect on road safety and the flow of traffic, in conflict with Core Strategy Policy CS20 and Sites and Detailed Policies Document Policy DM12.'*
 - 3: *'The formation of a junction/access in close proximity to the junction of the A4155 Henley Road with the site access road would result in conflicting traffic movements which would have an adverse effect on road safety and the flow of traffic. This would be in conflict with Core Strategy Policy CS20 and Sites and Detailed Policies Document Policy DM12.'*
 - 4: *'The proposed development does not form part of a comprehensive plan designed to limit the number of accesses on the A4155 Henley Road. Piecemeal development would result in a multiplicity of accesses. This would have an adverse effect on road safety and the flow of traffic, and be in conflict with Core Strategy Policy CS20 and Sites and Detailed Policies Document Policy DM11 and DM12.'*
- 1.1.4 This Addendum provides an update to the 2016 Transport Assessment on details of the new scheme for the site including site access, parking, traffic and servicing.
- 1.1.5 The Council's decision to refuse consent to the application is to be appealed.

1.1.6 The highway and transport related matters agreed under application no. 161842 with the Highway Authority, Reading Borough Council, include:

- the principle of a new access off Henley Road to serve the site is acceptable;
- access junction spacing is in excess of Reading Borough Council's requirement and therefore acceptable;
- the provision of 2.4m x 90m visibility splays at the proposed access is satisfactory;
- the internal road layout conforms to Reading's adoptable standards with a 5.5m wide carriageway and 1.8m wide footways proposed;
- the internal road could serve potential future development to the east of the site;
- service vehicles could satisfactorily enter and leave the site in a forward gear;
- the derived TRICS trip rates and traffic generation are acceptable;
- the level of car parking proposed is in accordance with Reading Borough Council's parking guidance and therefore acceptable;
- the undercroft and courtyard car parking arrangements are satisfactory for vehicle manoeuvring purposes; and
- the level of cycle parking proposed is acceptable.

1.1.7 There were no objections to the residential development in terms of site accessibility by non-car means and the site is therefore in a sustainable location based on Reading Borough Council's comments. The review by PEP on the refused application confirms this.

1.2 Contents

1.2.1 The Statement continues:

- in Section 2 with a description of the new site proposals;
- in Section 3 with our appraisal of the proposals from the transport perspective; and
- in Section 4 with our conclusions.

2.0 DEVELOPMENT PROPOSALS

2.1 Scheme Proposals

2.1.1 The proposals comprise a residential development of 42 residential units. The proposed mix of units is:

- 2 bed apartments – 24;
- 3 bed apartments – 6; and
- 4 bed houses – 12.

2.2 Site Access and Layout

2.2.1 The proposed site access would be in the form of a 5.5m wide priority junction with 10m corner radii off Henley Road. Visibility splays of 2.4m x 43m would be provided to each side of the access. However in practice visibility to 90m is available to the kerb line to the right and road centreline to the left of the site access.

2.2.2 A right turn lane would be provided on Henley Road to serve the site. A 3m wide right turn lane with 3m wide through lanes on either side can be accommodated within the existing carriageway. The proposed access and right turn lane arrangement is shown at Appendix 1.

2.2.3 The existing dropped kerb accesses serving numbers 199, 201 and 203 Henley Road would be closed with kerbs and footway reinstated.

2.2.4 The existing footway/cycleway along the south side of Henley Road would be extended across the extent of the site frontage as far as the proposed access.

2.2.5 The westbound bus stop shelter adjacent to the site would be set back further from the kerb to allow for the extension of the footway/cycleway.

2.2.6 The new access road would continue with a 5.5m width through the site to serve the residential dwellings and provide access to undercroft and uncovered parking for the apartment block as well as access to bin stores for refuse and recycling collection. A small section of shared surface is proposed in the south western part of the site.

2.2.7 A short second internal 5.5m wide road would be provided off the main access road to serve three houses. The road would continue to the eastern site boundary to provide access for any future development.

2.2.8 Pedestrian access is proposed via a continuation of the footways currently provided on the south side of Henley Road. Footways 1.8m wide are proposed adjacent to the access road.

2.2.9 The proposed site layout is shown at Appendix 2.

2.3 Parking

Car Parking

- 2.3.1 A mix of undercroft, courtyard and perpendicular car parking spaces is proposed with a total of some 76 car parking spaces provided within the development. Some 36 of these would be undercroft spaces and 16 would be parking court spaces for the apartment block. Some 24 spaces would be provided for the houses.

Cycle Parking

- 2.3.2 Cycle parking for the houses would be provided within the curtilage of each dwelling with a shed provided in each garden. Each shed would provide space for two cycles.
- 2.3.3 Space for some 50 cycles would be provided in the communal cycle stores in the undercroft of the apartment block.
- 2.3.4 In total the proposals would provide some 74 cycle parking spaces.

2.4 Traffic Generation

- 2.4.1 The TRICS trip rates submitted in the TA, September 2016 for the previous planning application for the proposed development were accepted by the Highway Authority. These trip rates have been applied to the new residential scheme for 30 apartments and 12 houses:

Private Houses

	TRICS Private House Vehicle Trip Rates (per dwelling)		
	Arrivals	Departures	Two-way
Morning Peak Hour (0800-0900)	0.152	0.347	0.499
Evening Peak Hour (1700-1800)	0.323	0.202	0.525

	Proposed Private House Vehicle Traffic Generation		
	Arrivals	Departures	Two-way
Morning Peak Hour (0800-0900)	2	4	6
Evening Peak Hour (1700-1800)	4	2	6

Private Flats

	TRICS Private Flat Vehicle Trip Rates (per dwelling)		
	Arrivals	Departures	Two-way
Morning Peak Hour (0800-0900)	0.076	0.246	0.322
Evening Peak Hour (1700-1800)	0.256	0.106	0.362

	Proposed Private Flat Vehicle Traffic Generation		
	Arrivals	Departures	Two-way
Morning Peak Hour (0800-0900)	2	7	10
Evening Peak Hour (1700-1800)	8	3	11

Total Development Flows

	Total Development Vehicle Traffic Generation		
	Arrivals	Departures	Two-way
Morning Peak Hour (0800-0900)	4	11	15
Evening Peak Hour (1700-1800)	12	5	17

2.5 Servicing

- 2.5.1 The internal road layout is arranged to include turning facilities to allow service vehicles including a large refuse collector to enter and leave the site in a forward gear.
- 2.5.2 Communal bin stores are proposed for the blocks of flats with individual domestic bins provided for the houses.

3.0 DEVELOPMENT APPRAISAL

3.1 Accessibility by Non-Car Means

- 3.1.1 The previous scheme raised no objection from the Highway Authority in terms of site accessibility. The previous PEP review confirmed that the site is therefore in a sustainable location for travel by public transport, cycle and on foot.

3.2 Site Access and Layout Review

- 3.2.1 The proposed vehicular site access would connect to Henley Road via a priority junction. Visibility splays of 2.4m x 43m would be provided in both directions from the site access point which is in accordance with guidance in Manual for Streets on visibility distances for 30mph roads. However in practice visibility to 90m would be available which is consistent with the Design Manual for Roads and Bridges (DMRB) guidance for 30mph roads.
- 3.2.2 A 3m wide right turn lane would be provided to serve the site. This would allow through traffic travelling east along Henley Road to continue without obstruction from vehicles waiting to enter the site. Through lanes 3m wide would be provided on either side of the right turn lane which is consistent with the DMRB guidance TD 42/95.
- 3.2.3 The site access road would be 5.5m wide with corner radii of 10m in accordance with Reading Borough Council's Geometric Design Guidance for junction radii onto local transport corridors.
- 3.2.4 The internal access stub off the east side of the main access road would continue to the eastern site boundary. This would enable any future development to the east to take access from this road and avoid providing a separate access off Henley Road.
- 3.2.5 The movement of pedestrians is facilitated throughout the site with the provision of a 1.8m wide footway on either side of the main access road south to provide access to the various parking areas and dwellings. This is consistent with the Reading Borough Council Geometric Design Guidance as well as the highway officer's comments.

3.3 Parking Review

Car Parking

- 3.3.1 Based on Reading Borough Council's parking standards and the mix of dwelling types proposed the number of car spaces that could be provided is some 72. The 72 car parking spaces proposed are therefore in line with the levels set out in the Reading Borough Council parking standards.

Cycle Parking

- 3.3.2 Secure cycle parking would be provided within the curtilage of each residential unit in the form of a shed capable of accommodating two cycle spaces. Therefore a total of 24 cycle spaces for the houses is provided.
- 3.3.3 Some 50 cycle parking spaces would be provided in communal cycle stores in the undercroft car parking area for the flats.
- 3.3.4 In total some 74 cycle parking spaces are provided for the development which is in line with the Reading Borough Council cycle parking standards.

3.4 Traffic Impact on Wider Road Network

- 3.4.1 The PEP junction capacity testing analysis undertaken on the refused scheme confirmed that the proposed priority junction with development traffic would operate well within theoretical capacity and when applying growthed TEMPRO software to 2021. The Reading Borough Council highway officer previously accepted the development trip generation on the local and wider road network
- 3.4.2 In summary the Highway Authority was satisfied with the level of traffic for the 60 unit scheme and the new development proposals for 42 units equates to a 30% reduction in development traffic levels. The development's traffic generation and impact on network capacity is less than previously accepted and is therefore acceptable for the smaller scheme.

3.5 Servicing

- 3.5.1 Refuse collection would be undertaken from within the site. Service vehicle swept path analysis confirms that a large refuse vehicle is able to enter the site, turn around in the turning heads provided and leave the site again in a forward gear as indicated at Appendix 3.

3.6 Refusal Appraisal

- 3.6.1 The new proposed scheme addresses the highway related reasons for refusal associated with Reading Borough Council planning application (ref: 161842).

Site Access

- 3.6.2 The new site access junction onto A4155 Henley Road incorporates 10m radii.

Junction Spacing

- 3.6.3 The new internal site layout now includes access to the rear of the flats with no junction provided in proximity to the main site access with the A4155 Henley Road. This addresses the reason for refusal raised by the Highway Authority on the previous application in terms of junction spacing. The new road layout would remove potential conflicting traffic movements which may have had an adverse effect on road safety and to the flow of traffic on Henley Road based on Reading Borough Council's comments.

Future Access

- 3.6.4 The new internal road layout now incorporates a 5.5m wide access stub on the east side of the main access road which continues to the eastern site boundary. This provides a potential link to land east of the site if required to serve future development. This would help limit the number of new accesses required on the A4155 Henley Road.

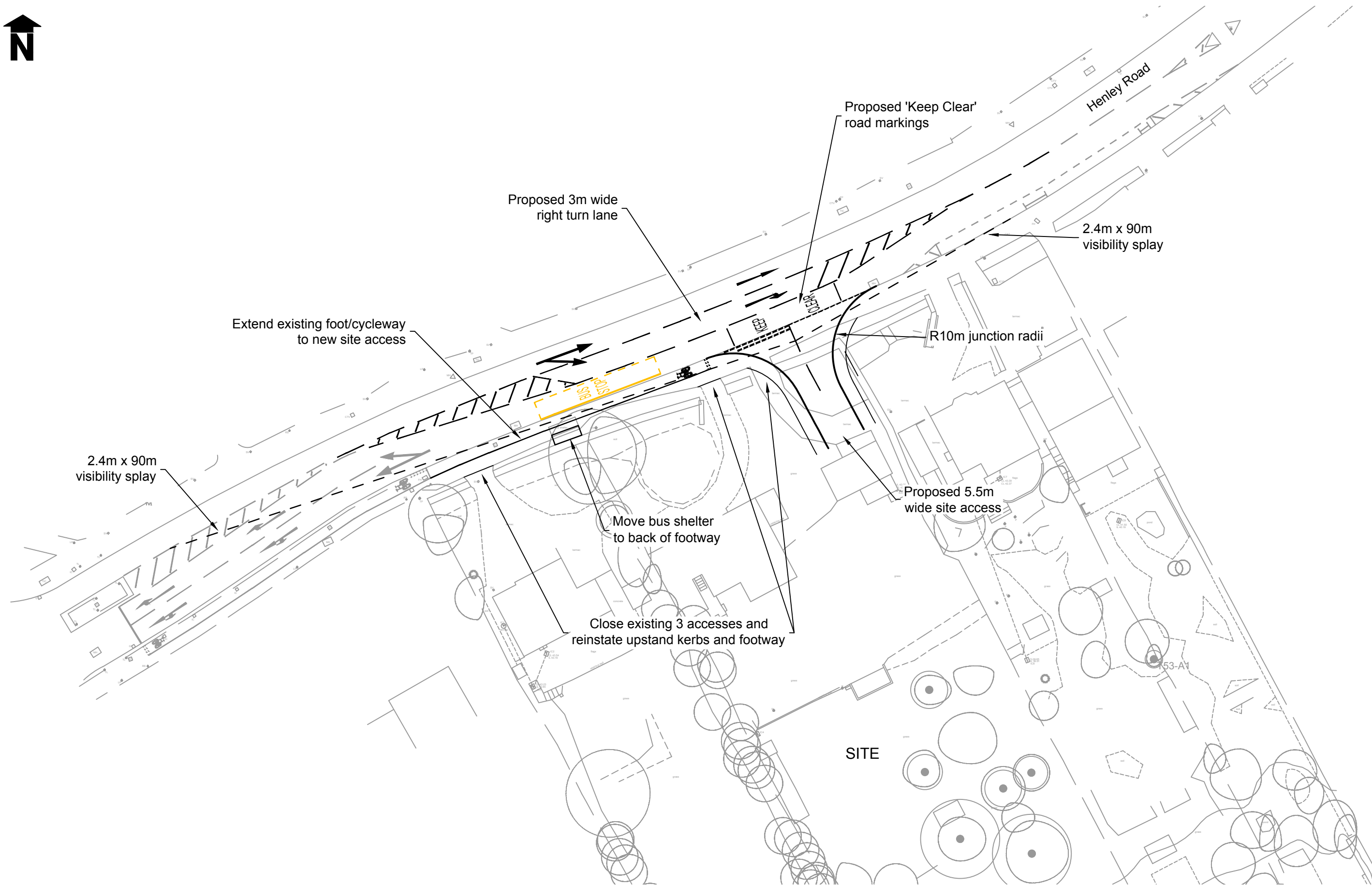
4.0 CONCLUSIONS

- 4.1 The location of the site is accessible for pedestrians, cyclists and public transport users and integrates with the surrounding residential area. Therefore the site is in line with NPPF.
- 4.2 A satisfactory priority junction site access is proposed off Henley Road in accordance with Reading Borough Council's Geometric Design Guidance for Residential Accesses. The right turn lane would be designed in accordance with the DMRB.
- 4.3 The increase in vehicular flows on the local road network as a result of the proposed development would be a reduction in traffic compared to the previous scheme which was acceptable to the Highway Authority. The traffic of the proposed scheme would not give rise to a material impact on existing traffic and safety conditions.
- 4.4 The design of the site would be in accordance with the principles of Reading Borough Council's Geometric Design Guidance for Residential Accesses on to Classified Roads and the Local Plan to achieve a permeable layout for pedestrians and cyclists.
- 4.5 The level of car parking proposed for the site is in accordance with the required level of parking indicated in Reading Borough Council's Revised Parking Standards and Design document and is consistent with local Census car ownership levels. The parking provision is therefore consistent with NPPF.
- 4.6 The site can be satisfactorily serviced by refuse vehicles which would enter the site, turn around within the development and leave again in a forward gear.
- 4.7 Analysis of the proposed site access confirms that the junction would operate satisfactorily and well within capacity in each of the morning and evening peak hours.
- 4.8 The three highway reasons for refusal of the previous application have all been addressed by the new scheme.

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