

TECHNICAL NOTE

Job Name: 35-43 Greyfriars Road, Reading
Job No: 33131
Note No: TN001 rev A
Date: 8th October 2015
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Subject: **Supporting Transport Technical Note**

Introduction

This Technical Note (TN) has been prepared by Peter Brett Associates LLP (PBA) on behalf of Croudace Asset Development Ltd in support of a planning application to Reading Borough Council (RBC) for the refurbishment and introduction of a fourth floor at the 35-43 Greyfriars Road office building in Reading.

The proposals would result in a modest increase in circa 829m² GEA of B1(a) land use, above and beyond the extant 1,321m² GEA of B1(a), providing a total 1,994m² GEA of B1(a).

This TN provides detail of required transport matters considered as a result of the proposed uplift in floor area, in mind of a reduction in car parking spaces from 7 to 6, the retained access and provision of 4 cycle parking spaces.

Building Access

Given the building frame will remain unaltered, the existing undercroft vehicle access to the car parking area will be retained from Stanshawe Road, as identified in **Figure 1**. This will also continue to maintain access for the adjacent commercial property to the north of the development site



Figure 1 – Site access off Stanshawe Road

The primary pedestrian access will be retained onto Greyfriars Road, albeit via a new designed foyer and entrance area. The existing fire exit route from the building would be retained via a fire-escape leading under the existing access undercroft onto Stanshawe Road.

Car Parking

The existing site has 7 car parking spaces, which exceeds RBC's maximum car parking standards for office development in the town centre by 2 car parking spaces, if applying the maximum ratio of 1 space per 250m² to the existing GEA of 1,321m².

The proposals seek to replace one of the car parking spaces with 4 cycle spaces (2 Sheffield stands), therefore the resultant 6 car parking spaces based upon the resultant total GEA of 2,166m² would not exceed the maximum car parking standards, given this would equate to a maximum of 9 car parking spaces.

As such, the proposals are considered to result in a scheme more in-line with current RBC adopted planning policy.

With no increase in car parking, there is also anticipated to be no material increase in vehicle movements to and from the site across the day, as well as during the AM and PM peak hour commuter periods.

Cycle Parking

The existing site currently has zero cycle parking available on-site. Discussions with RBC highways officers highlighted that they would normally expect new cycle parking provision to support the uplift in floor area. With a minimum standard of 1 space per 200m² for the uplift in GEA of 829m², this would equate to 4 cycle spaces.

Waste and Servicing

The existing site utilises bin store and delivery points in the car park serviced off Stanshawe Road/Greyfriars Road. This operation will be maintained (as well as for the adjacent commercial property to the north), where there is anticipated to be no material change in the volume of waste requiring collection.

Summary and Conclusion

In summary, the proposed refurbishment and introduction of a fourth floor at the 35-43 Greyfriars Road office building would have a net increase of 845m² GEA of B1(a) land use. This and given there would be no increase in on-site car parking, it is therefore anticipated there would be no material impact on the road network as a result.

The retention of the existing access principles mean that there is no alteration to the current site access and egress by employees, servicing or waste operations.

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