

TECHNICAL NOTE

Job Name: Station Hill, Reading
Job No: 44470
Note No: TN022
Date: 8 May 2024
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Approved By: Chris Brice
Subject: Transport Technical Note – Phase 3 Temporary Car Park

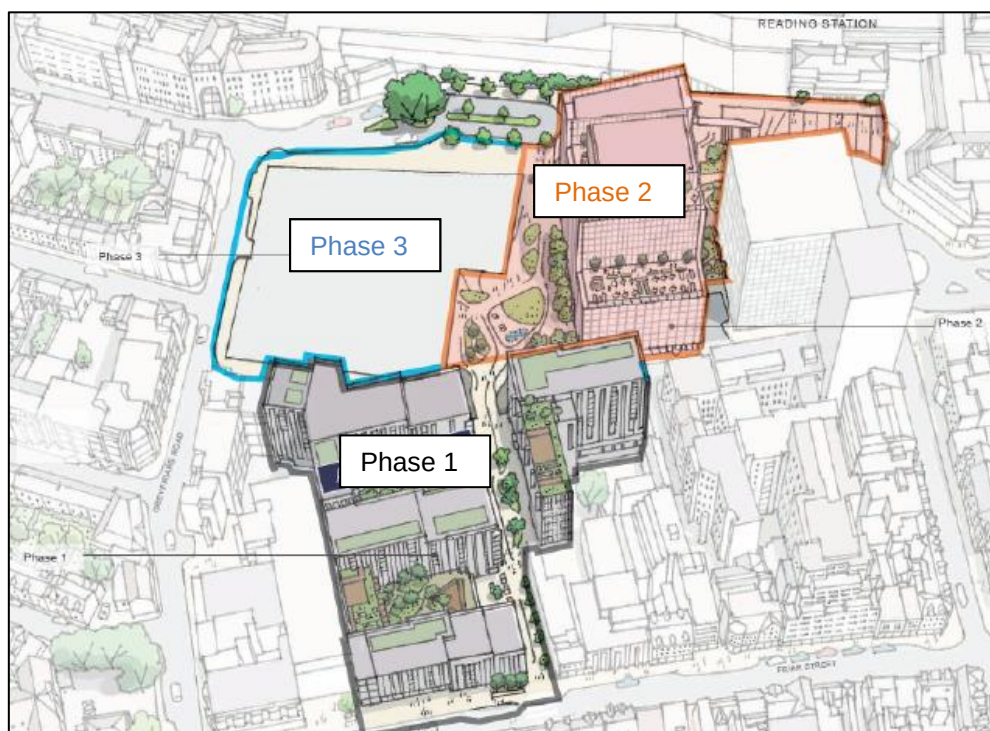
1. Introduction

- 1.1. This Technical Note (TN) has been prepared by Stantec to support a planning application for a Temporary Car Park consisting of 185 car parking spaces on Phase 3 of the Station Hill, Reading development. The car park will serve the Plot G office during the day and be available to public in the evening and weekends. This proposed parking provision is within the total level of spaces agreed in the consented outline application for the Station Hill North Planning Application (Ref: 192032/HYB).
- 1.2. A Transport Assessment (Dec 2019) (TA) was submitted in support of the application and subsequent correspondence held between the applicant and RBC to agree the transport matters.

2. Consented Application – Phase 2 and 3

- 2.1. As part of the application for the Station Hill Northern Scheme (Ref:192032/HYB), Phase 2 and 3 has consent to deliver up to 835 car parking spaces. Figure 2.1 below shows the Station Hill Phases.

Figure 2.1: Station Hill Phase Plan



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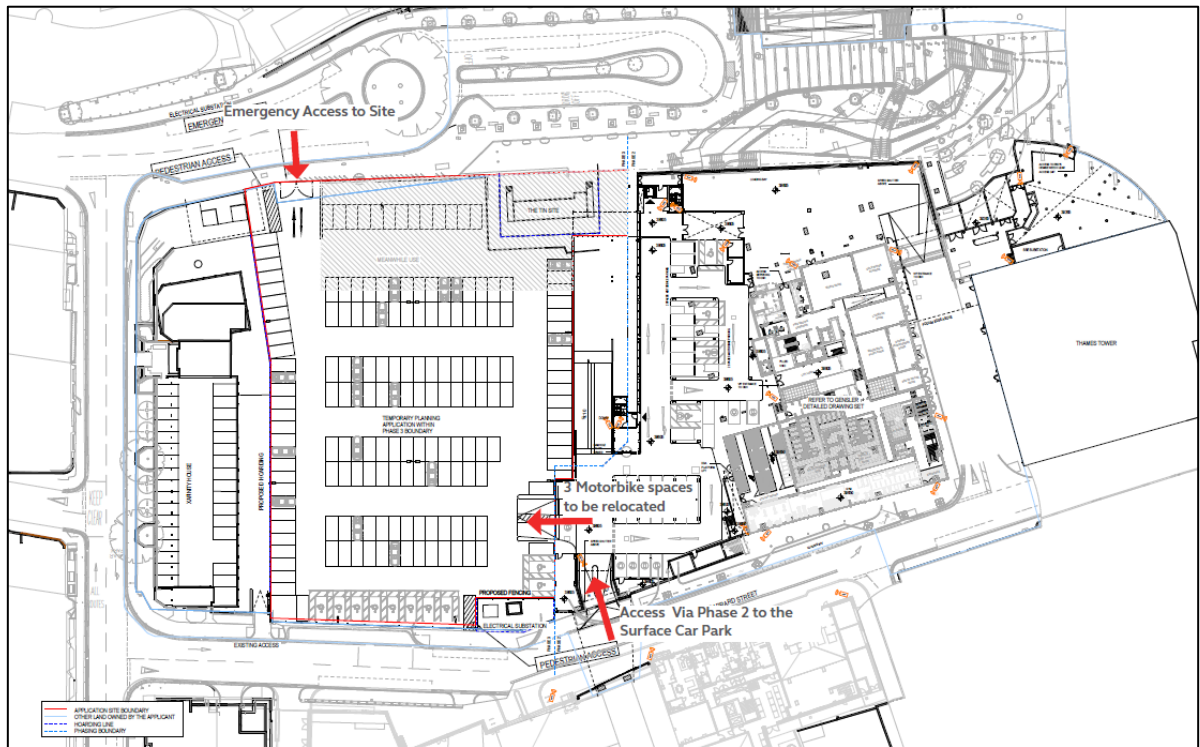
- 2.2. The car parking proposals detailed within the TA and TA Addendum (dated May 2020) were developed in accordance with RBC's maximum parking standard. For Plot G (One Station Hill) situated within Phase 2, the development can provide 139 parking spaces ($34,736\text{sqm} / 250 = 139$ spaces) to serve the office space in accordance with the maximum parking standards.
- 2.3. Within Phase 2, 70 office car parking spaces for Plot G (one Station Hill) are provided. With the intention that the additional 69 spaces to serve Plot G would come forward within the future Phase 3 area as detailed within the previous TA Addendum. The below summarises the consented parking provision:
- Plot G Spaces within Phase 2 = 70 spaces
 - Plot G Spaces within Phase 3 = 69 spaces
 - Remaining Spaces within Phase 3 = 696 spaces
 - Total Consented Spaces Phase 2 and 3 = 835 spaces
- 2.4. Currently, 20% of the spaces within Phase 2 provide active Electric Vehicle (EV) charging facilities and a further 20% spaces provide passive EV charging facilities. For Plot G this equates to 14 active and 14 passive provision charging bays currently being provided within Phase 2.
- 2.5. Phase 2 also provides motorcycle parking for 7 motorcycles, which surpass the minimum requirement from RBC parking standards, which equates to 2% of the total car parking provision (2% of 70 = 2 spaces).

3. Temporary Car Park Phase 3

- 3.1. It is proposed to provide a temporary car park for a period of up to 5 years, or until the Phase 3 development commences, whichever is the sooner. The car park is proposed to be accessed from the Phase 2 car park via the new Garrard Street development access.
- 3.2. The connection between Phase 2 and the proposed car park will result in the temporary loss of 3 motorcycle spaces and 1 car parking bay from the Phase 2 parking area. Pedestrian access points will be provided to Garrard Street and Station Hill. The existing construction access onto Station Hill will be retained as an emergency access to the site.
- 3.3. Figure 3.1 below indicates the vehicular access to the temporary car park.

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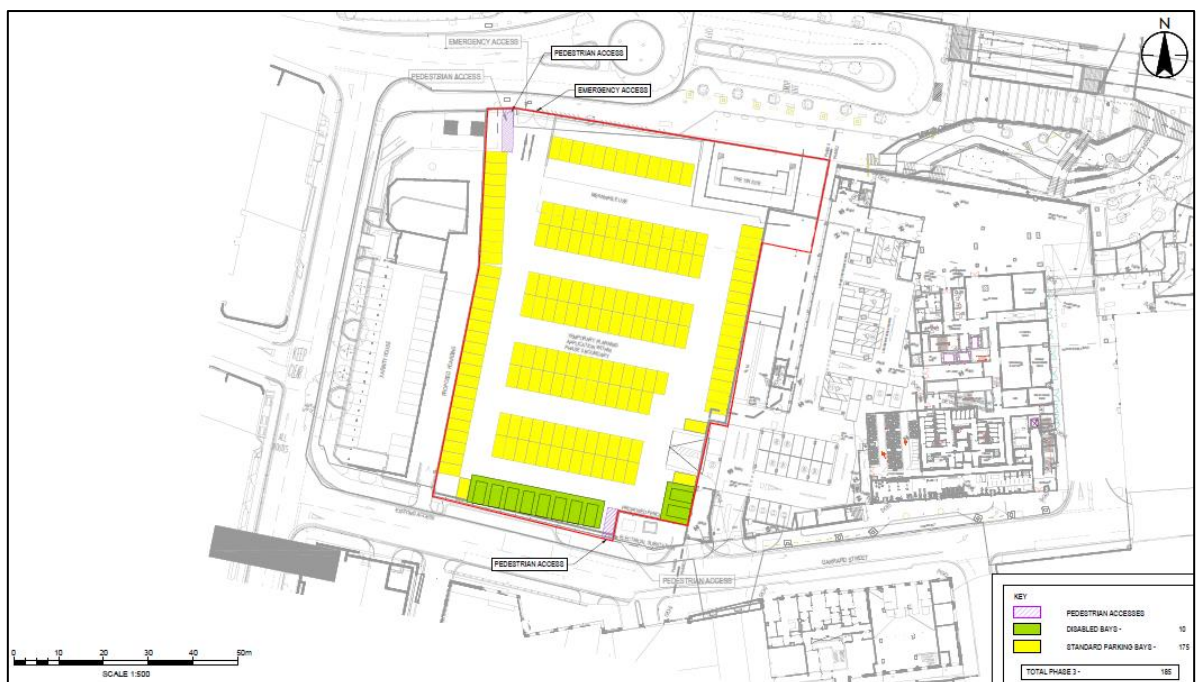
Figure 3.1: Temporary Car Park Vehicular Access



Source: Arcadis

- 3.4. The temporary car park will provide a total of 185 car parking spaces within the Phase 3 area to be available to office tenants of Plot G during the day and the public in the evenings and weekends. The proposed car park layout is provided in Figure 3.2 below.

Figure 3.2: Proposed Phase 3 Car Park Arrangement



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- 3.5. With the inclusion of the 185 temporary spaces on Phase 3 and 69 spaces on Phase 2 (includes for the loss of 1 space for access) there will be a total of 254 car parking spaces.
- 3.6. As discussed in Paragraph 2.2, Plot G can provide 139 car parking spaces in accordance with RBC Parking Standards. This application seeks an additional 115 spaces to serve Plot G temporarily ($254 - 139 = 115$). The additional spaces are sought to support a prospective office tenant of Plot G seeking additional parking temporarily while their employees transition and adapt their travel habits from travelling to an out of town business park (which has significantly more parking) to Plot G of Station Hill, Reading.
- 3.7. RBC Parking Standards state car parks with up to 200 spaces should provide '*3 disabled spaces or 5% of total capacity, whichever is greater*'. In accordance with RBC standards the temporary car park will provide 10 disabled spaces.
- 3.8. There is sufficient EV charging bays provided within Phase 2 to serve the demand for the development for the next five years. In accordance with the TA Addendum, 14 active and 14 passive charging bays are being provided within Phase 2. It is not considered there would be demand for additional EV spaces required within the temporary car park at this stage. This is in line with the RBC Electric Vehicle Charging Infrastructure Strategy¹ and anticipated growth in EV levels in the next five years as presented in Figure 3.10 of that report.
- 3.9. Availability of the EV spaces will be managed through the car park management pre booking system where users will be able to book one of the spaces provided within Phase 2 if required.
- 3.10. 7 motorcycle parking spaces are provided on Phase 2 which exceeds RBC parking standards. With the temporary car park 3 of these spaces will be lost to provide the ramp. 4 spaces will be retained which still meets RBC standards equating to 2% of the total car parking provision for Plot G. The proposal does not seek to provide additional motorcycle parking spaces within the temporary car park.

4. Car Park Management

- 4.1. The car park is to be operated by Parkable with access controlled via barriers at the entrance / exit to the car park. Both office tenants and public users of the car park will prebook parking spaces via Parkable's app/portal. A QR code will be displayed on site at the car park for first time users to scan on entry. Car park users will subsequently be allocated a car parking space to use with spaces numbered.
- 4.2. The booking system will allocate a parking space to the user to enable the car park to be managed. The system and management team are able to re-assign spaces should a vehicle be parked within the allocated bay.

5. Trip Generation

- 5.1. The temporary proposals provide a level of car parking well within the consented scheme for the site. The TA for Station Hill North (2019) assessed the impact of the full 835 spaces for the site to potentially serve a range of uses including hotel, residential, office, retail and public car parking. This was included in detail in Section 7 of the TA.
- 5.2. Given that the permission is seeking to provide 185 temporary spaces, well within that assessed as part of the wider application and on a temporary basis, this application results in no additional impact on the operation of the local highway network compared to the consented scheme.

¹ Electric Vehicle Charging Infrastructure Strategy 2023, RBC

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6. Summary

- 6.1. This TN has been prepared to support a planning application for a temporary car park on Phase 3 of the Station Hill site. The car park will provide a total of 185 spaces to serve the Plot G office.
- 6.2. The temporary car park will provide 185 car parking spaces of which 10 will be disabled spaces. Access will be via the undercroft parking for Plot G from the Garrard Street entrance to the development.
- 6.3. On this basis, the temporary car park will not have a material impact on transport operation when compared to the consented scheme and be for a temporary period.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
44470/TN022	A	10/04/24	SW	EF	CB	CB
44470/TN022	B	24/04/24	EF	CB	CB	CB
44470/TN022	C	30/04/24	CB	CB	CB	CB
44470/TN022	D	8/05/24	CB	CB	CB	CB

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