

Figure 3.3: Refuse Vehicle Access (Block 6)



3.5 Emergency Access

- 3.5.1 Fire and Emergency vehicles will be able to directly access the western, northern and eastern sides of Block 6. In order to comply with requirement that dead ends should not exceed 20m, emergency vehicles will be allowed to pass through the central park area and use the shared surface carriageway on the southern side of the park to gain access to/from the internal link road.
- 3.5.2 Fire vehicles can park at either end of the footway alongside the southern façade of Block 6 to provide access to the town houses. Access to these properties is within the 45m distance specified in Building Regulations 2010 Part B Fire Safety, Section 13.
- 3.5.3 General access arrangements for emergency vehicles is shown on Figure 3.4.
- 3.5.4 The design vehicles for assessing emergency vehicle access are an 8.5m long pump appliance and high reach/aerial platform vehicle based on dimensions supplied by the Royal Berkshire Fire and Rescue Service.
- 3.5.5 Vehicle swept path manoeuvres of fire pump appliance and high reach platforms are shown in **Appendix D**.

Figure 3.4: Fire and Emergency Access Routes (Block 6)



3.5.6 Details of how vehicle access is managed during football matches and large events are provided in **Chapter 6**.

4 Condition 60 – Parking

4.1 Condition 60

4.1.1 Condition 60 states:

No development of any phase or part of a phase shall take place until a plan, showing how vehicle parking spaces can be provided on site within that phase has been submitted to and approved in writing by the Local Planning Authority, and;

a) No building or use hereby permitted shall be occupied or the use commenced until the vehicle parking areas have been completed as shown on the approved plan; and

b) Thereafter the parking area shall be kept free of obstruction and shall be available for the approved use at all times.

Reason: To ensure that the development is provided with adequate parking facilities to meet the needs of future occupiers and to reduce the likelihood of roadside parking which could be a danger to other road users in accordance with Policy CS24 and Policy DM12.

4.1.2 Current RBC Parking standards (2011) are shown in Table 4.1 although it is understood that there are due to be updated to reflect current planning policy and the adopted LTP.

Table 4.1: RBC Parking Standards

	Residential Parking Provision			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential				
C3 Retirement Home with Warden (spaces per individual units)	0.5 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff
C3 Dwelling Flat 1-2 bed	0.5	1	1.5	1.5
C3 Dwelling Flat 3+ bed	1	1.5	2	2
C3 Dwelling House 1 bed	0.5	1	1	1
C3 Dwelling House 2 bed	1	1	1.5	2
C3 Dwelling House 3 bed	1	2	2	2
C3 Dwelling House 4+ bed	2	2	2	3
Visitor Parking	0	1 space per 10 dwellings (Flats only)	1 space per 4 dwellings (Flats only)	1 space per 4 dwellings (Flats only)
Houses in Multiple Occupation (HMOs)	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**



- 4.1.3 RBC also state that *“The above standards for C3 are the required standards. Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result.”*
- 4.1.4 Whilst currently in Zone 3, with the redevelopment of the site including associated Public Transport Interchange and the recent opening of Reading Green Park Rail Station, it is expected that Royal Elm Park will be more representative of a Zone 2 standard location. It is therefore intended that visitor parking will be provided as per Zone 2 standards with additional parking available in the MSCP.
- 4.1.5 The car proposed parking provision is as follows:
- Total of 82 car parking spaces provided
 - 35 street level/mews spaces (includes 2 accessible space)
 - 47 undercroft spaces (includes 2 accessible spaces)
 - 2 motorcycle spaces (in undercroft)
 - Visitor spaces to be allocated at Zone 2 standards of 1 space per 10 dwellings (8 spaces). The MSCP can provide additional paid visitor parking spaces outside of stadium events.
 - 2 car club spaces to be provided in ground level/mews parking area.
 - 72 spaces available for residential ownership
 - EV provision for all spaces
- 4.1.6 Residential parking will be provided at ratio of 0.85 per dwelling (72 spaces for 84 dwellings). At time of purchase/rent, occupiers will be advised of parking opportunities and the ability to purchase/rent a parking space. Those without a parking space will make use of walking, cycling and Public Transport availability as well as access to the on site car club if a car is needed infrequently.
- 4.1.7 Both the accessible spaces in the Mews on the western side and the link road on the eastern side of Block 6 will have level access into the respective lobby/vertical cores. Accessible spaces in the undercroft will also have level access into the vertical cores.
- 4.1.8 Given the location of the site, away from other residential areas and the parking controls that will be applied (REP) or are currently applied in nearby developments (Green Park) it is considered that potential occupiers would not acquire a property without a parking space if they required use of a private vehicle.
- 4.1.9 It is therefore considered that the proposed parking provision and accompanying parking controls would not result in a detriment to highway safety.
- 4.1.10 The undercroft and on street parking is shown on Figure 4.2. Vehicle swept path manoeuvres demonstrating access to parking is shown in **Appendix E**.
- 4.1.11 When compared to the outline application, the RMA for Block 6 has fewer parking spaces. The outline application undercroft area showed 90 parking spaces and 32 street level spaces giving a total of 122 spaces.
- 4.1.12 There has been substantial change to building regulations since the time of the Hybrid Planning Permission (HPA) where two stair cores and a sprinkler tank have now had to be introduced into the building for fire and safety reasons resulting in less room for parking. The RMA layout shows 47 spaces in the undercroft and 35 street level spaces providing a total of 82 parking spaces.



- 4.1.13 Similarly, planning policy (NPPF, RBC Local Plan and LTP) is generally supportive of measures aimed at reducing car use.

Figure 4.1: Block 6 parking provision



4.2 Parking Management

Undercroft parking

- 4.2.1 Undercroft parking will be via access control, operated by the residents who are permitted to park there and therefore will be self-managing. Nevertheless, residents will be able to report misuse of parking to building management should problems arise.

Ground Level/Mews Parking

- 4.2.2 The ground level spaces will be identified as resident only bays (and residential visitors split equally near each access core) and information will be displayed advising of the penalty of use with an appropriate permit. This area is not adopted highway, so will be managed by a private operator/site management company.
- 4.2.3 Two spaces on the eastern side of Block 6 will be dedicated for car club use.

5 Condition 61 - Cycle Parking

5.1 Cycle Parking

5.1.1 Condition 61 states:

No development of any phase or part of a phase shall take place until a plan for that phase has been submitted to and approved in writing by the Local Planning Authority to show how bicycle parking facilities can be provided on site, and;

a) No building or use hereby permitted shall be occupied or the use commenced until the bicycle parking facility for that building or use has been completed as shown on the approved plan; and

b) Thereafter the bicycle parking facility shall be kept free of obstruction and available for the approved use at all times.

Reason: To encourage travel by sustainable alternatives to driving a motorcar in accordance with the Local Planning Authority's approved transport policies CS23 and CS24

5.1.2 RBC cycle parking standards are set out below in Table 5.1

Table 5.1: RBC Minimum Cycle Parking Standards

Residential Type	Parking Provision
C3 Dwelling Flat 1-2 bed	0.5 spaces*
C3 Dwelling Flat 3+ bed	1 space*
C3 Dwelling House 1 bed	1 space
C3 Dwelling House 2/3 bed	2 spaces
C3 Dwelling House 4+ bed	2 spaces

*If no individual secure facility e.g. store or garage associated with property, dedicated parking required. This can be in the form of communal cycle parking

5.1.3 Cycle parking provision for Block 6 is based on unit numbers and RBC standards as set out in Table 5.2

Table 5.2: Block 6 dwelling numbers and cycle rack provision

Unit Type	Number	RBC Parking Standard (spaces per unit)	No. Spaces
Studio	2	0.5	1
1 bed	0	0.5	0
2 bed	73	1	73
3 bed	3	2	6
4 bed	6	2	12
	84	Total	92

