

A Planning Application by
RETIREMENT VILLAGES GROUP

In respect of
**Thamesfield,
HENLEY-ON-THAMES**

Transport Statement

November 2024



Document Management

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1 Introduction

- 1.1 This Transport Statement (TS) has been prepared by Transport Planning Associates (TPA) on behalf of Retirement Villages Group (RVG) with regard to the proposed redevelopment at Thamesfield Village, located on the A321 Wargrave Road, Henley-on-Thames, hereafter referred to as 'the Site'. This TS has been written in accordance with local, regional and national planning guidance.
- 1.2 Thamesfield is an established and operational Integrated Retirement Community (IRC) providing extra care retirement accommodation and associated communal facilities. The Site currently comprises 37 extra care units (use class C2).
- 1.3 The proposed development will include a new block that will provide 17 new extra care apartments, whilst a total of 5 existing units will be removed. Following the proposed development, there would therefore be a total of 49 extra care units provided at the site.
- 1.4 This TS is informed by parking surveys conducted at the site on Thursday 2nd and Friday 3rd February 2023 to identify the maximum cars parked on site and the breakdown of staff, visitor and residents parking at site. The full results were presented in a Technical Note (Ref: 2208-036/TN/02) to present the maximum proposed parking provision required on site, submitted as part of pre-application discussions with Wokingham Borough Council (WBC). These results are reiterated in **Section 6** of this TS.

Overview

- 1.5 This TS concludes that the redevelopment proposals are acceptable with regards to transport. The sections of this report are set out as follows:
- Existing Conditions;
 - Policy and Guidance;
 - Redevelopment Proposals;
 - Highway Impact;
 - Parking Provision; and
 - Summary and Conclusion.

2 Existing Conditions

- 2.1 This section details the existing conditions of the site and the surrounding highway network.

Site Location

- 2.2 The site is located off the A321 Wargrave Road in Henley-on-Thames, Oxfordshire. The site currently contains 37 extra care units.
- 2.3 As mentioned, the site is accessed from the A321 Wargrave Road, immediately east of the site. To the north is Cognatum Retirement Property, beyond which is the A4130. To the south is a sports club and to the west is the River Thames.
- 2.4 Thamesfield is in close proximity to Henley-on-Thames, approximately 850m walking distance from the town centre, accessed via the A4130 to the north of the site.

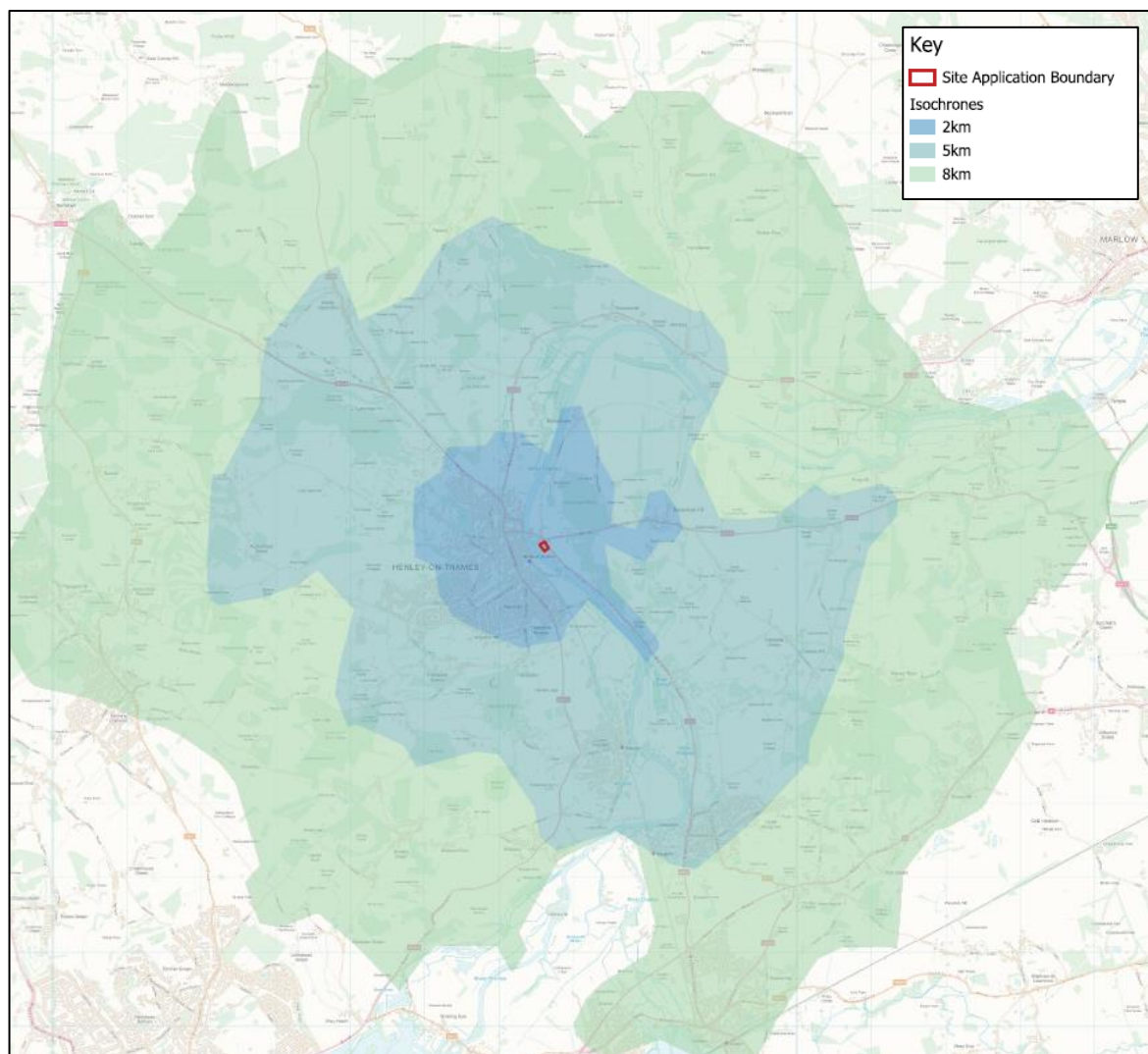
Sustainable Travel Opportunities

Walking and Cycling

- 2.5 Walking is a key mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km. A 2km walk equates to a walking time of 25 minutes (based on an average walking speed of 80 metres per minute¹).
- 2.6 Cycling also has the potential to substitute for short car trips, particularly those less than 5km, and to form part of a longer journey by public transport. In addition, the Department for Transport's (DfT) 'Cycle Infrastructure Design LTN1/20' (July 2020) document states that a cycle trip distance of over five miles (8 km) is common. A 5km cycle will take approximately 19 minutes at an average speed of 268m per minute whilst an 8km cycle will take approximately 30 minutes at an average speed of 268m per minute. A 2km, 5km, and 8km isochrones from the Site is shown in **Figure 2.1**.

¹ 'Providing for Journeys on Foot', published by the IHT in 2000.

Figure 2.1 Walking and Cycling Catchment



- 2.7 The site's location is within walking distance of the nearest town, Henley-on-Thames, including the nearest train station. The surrounding towns including, but not limited to, Lower Shiplake, Wargrave, Remenham and Twyford are all within an 8km cycle from the site. This allows staff a viable opportunity to cycle to work rather than driving to the site.

Public Transport

- 2.8 The nearest bus stops are located 60m north of the site access (northbound) and 25m for the southbound stop. The 850 bus service routes via these stops at an hourly frequency. A number of additional services are available from Henley-on-Thames with several bus stops along Hart Street/Market Place.

- 2.9 **Table 2.1** provides a summary of the local bus service and times serving the nearest bus stops to the site.

Table 2.1 Summary of Local Bus Services

Bus Stop	Distance from Site	Service	Route Summary	First/Last Service & Approximate Frequency		
				Mon-Fri	Sat	Sun
Two Brewers	60m	850	Reading – High Wycombe	0522 – 2217 (every 60 minutes)	0522 – 2217 (every 60 minutes)	0647 – 1847 (every 60 minutes)
Hart Street (Stop B)	600m	239	Maidenhead – Henley	Three services (0925, 1205 & 1440 – only on M, W & F)	Two services (0925 & 1205)	No service
Hart Street (Stop A)	600m	28	Henley-on-Thames - Reading	0545 – 2345 (every 30 minutes)	0645 – 2345 (every 30 minutes)	0740 – 1940 (every 60 minutes)
		33	Henley-on-Thames - Wallingford - Didcot - Milton Park - Abingdon	0705 – 1930 (every 60 minutes)	0757 – 1930 (every 60 minutes)	0856 – 1856 (every 60 minutes)
		800	Reading – High Wycombe	0550 – 2300 (every 60 minutes)	0845 – 2300 (every 60 minutes)	0830 – 1830 (every 60 minutes)
Market Place	800m	151	Market Place Circular (Blue Route)	0912 – 1312 (every 60 minutes – only T, W & T)	No service	No service
		152	Market Place Circular (Red Route)	0934 – 1334 (every 60 minutes – only T, W & T)	No service	No service
		153	Market Place Circular (Green Route)	0901 – 1301 (every 60 minutes – only T, W & T)	No service	No service
		H1	Henley – Sonning Common – Woodcote	One service (1300 – only Thurs)	No service	No service

- 2.10 The bus stops known as the 'Two Brewers' both feature bus flags. Hart Street (Stop B) also has a bus flag, raised kerb line and a dedicated bus cage. Hart Street (Stop A) in addition to the features of Stop B also has a sheltered seating area. The Market Place stop has a dedicated bus cage and bus flag.
- 2.11 The nearest train station is Henley-on-Thames and is located approximately 900m walking distance from the site access. The main service from the station is to Twyford with services running every half hour.

Summary

- 2.12 There are a wide range of active and public transport options in the vicinity of the Site, which provide realistic opportunities for existing and future staff to travel via alternative modes to the private car.

Local Highway Network

- 2.13 The site is accessed via an existing priority junction with the A321 Wargrave Road. The internal roads provide access to the existing buildings and car parking.
- 2.14 The A321 is a single carriageway road subject to a 40mph speed limit by the site access, which reduces to 30 mph approximately 30m north of the site access junction. There is a footway along the northbound carriageway with street lighting.
- 2.15 The A321 connects onto the A4130 north of the site, which again is a single carriageway road and is subject to a 30mph speed limit. The footway on the A321 continue onto the A4130 where footways are also present along the opposite side of the carriageway.

Highway Safety

- 2.16 The Crashmap.co.uk database has been queried to ascertain whether there are any highway safety concerns in the surrounding highway network. Incidents recorded in Crashmap are classified as slight, serious or fatal.
- 2.17 In the previous five years, two incidents have been recorded along the A321 in the vicinity of the site access.
- 2.18 The incident to the south of the site was reported as serious, involving two vehicles and one casualty in 2018, whereas the incident to the north was reported as slight and involved four vehicles and two casualties in 2018.
- 2.19 There are no obvious existing collision clusters or highway safety deficiencies in the vicinity of the site and there have been no incidents recorded at the site access itself. There will be no significant increase in trips using the existing access as a result of the redevelopment proposals, as set out in **Chapter 5**.

3 Policy and Guidance

3.1 This TS has been written in accordance with relevant Local, Regional and National policy and guidance. These include, but are not limited to:

- National Planning Policy Framework (December 2023);
- National Planning Practice Guidance (February 2024);
- Wokingham Borough Council's Local Plan 2011-2026 (2020);
- Wokingham Borough Council's Core Strategy (October 2010);
- Wokingham Borough Council's Management Development Delivery Local Plan (February 2014);
- Wokingham Borough Council's Local Plan Update: Proposed Submission Plan (Regulation 19) (currently under consultation); and
- Manual for Streets (2007) and Manual for Streets 2 (2010).

National Planning Policy Framework (NPPF)

3.2 The NPPF first came into force on 27 March 2012. It was last revised in December 2023. It retains the core principle set out within the preceding national policy guidance for development to be located in order to help reduce car dependency by making walking and cycling trips easier and by encouraging public transport trips between housing and jobs, shops and services. In transport terms, the thrust of the NPPF is a presumption in favour of sustainable development (paragraph 10).

3.3 Paragraph 109 of the NPPF states that *"... Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

3.4 Paragraph 114 states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a. Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. Safe and suitable access to the site can be achieved for all users;*
- c. The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

- d. *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

3.5 Paragraph 115 states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network be severe."*

3.6 Paragraph 116, in response to Paragraph 115, states that, *"Within this context, applications for development should:*

- a. *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible- to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b. *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c. *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d. *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e. *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

3.7 A consultation on proposed changes to the NPPF was undertaken between July to September 2024. With regard to transport matters, the key change was a change from the previous 'predict and provide' approach to transport planning, with a move towards a 'vision-led' approach. The key proposed changes to the NPPF in this regard are:

- Previous NPPF Paragraph 114 (proposed Paragraph 112), part (a) – *"A vision led approach to promoting sustainable transport modes is taken, taking account of the type of development and its location"*
- Previous NPPF Paragraph 114 (proposed Paragraph 112), part (d) – *"Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach."*
- Previous NPPF Paragraph 115 (proposed Paragraph 113) – *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network be severe, in all tested scenarios."*

Local Policy and Guidance

- 3.8 The Wokingham Borough Council Local Plan (2020) Core Strategy, and Management Development Delivery Report each provide guidance with regard to transport and the key objective for transportation needs in the future.
- 3.9 The Wokingham Borough Local Plan sets out the Borough's Transport and Travel objectives within policies CP6 and CP10 with development specific policies included in CP1, CP3, and CP9. These policies support strategic transport investments, safeguarding land for strategic transport schemes and promotion of sustainable travel options particularly for new developments.
- 3.10 The policies within the Core Strategy and MDD Report support the policies set out in the Local Plan with regard to sustainable development and promoting active and green travel including Policies CC01, CC03 and CC08. Policy CC07 of the MDD relates to required parking for developments and are mirrored in the Parking Standards Study Report. These standards for C2 Residential Care Homes are set out below:
- 1 per full time equivalent staff member;
 - 1 visitor space per 3 residents;
 - 1 cycle space per 5 members of staff;
 - 1 powered two-wheeler space per 20 parking spaces; and
 - 2 disabled bays +3% for a 10-50 bay car park.
- 3.11 Proposed parking is included within **Section 6** of this report.
- 3.12 Wokingham Borough Council is preparing a new Local Plan known as the Local Plan Update (LPU). It has undertaken various stages of public consultation on the LPU, the most recent being the Regulation 19 Proposed Submission Plan, which is currently under consultation (September to November 2024).
- 3.13 It is considered the redevelopment proposals are in accordance with the local policies outlined above.

4 Redevelopment Proposals

4.1 The redevelopment proposals will consist of the following:

- Removal of five existing extra care apartments;
- Construction of a new block for 17 new extra care apartments; and
- Provision of additional car parking spaces.

Access Arrangements

4.2 The site's access will remain unchanged and will continue as a priority junction from the A321 Wargrave Road. As set out in **Chapter 5**, there is not forecast to be any material increase in usage of the existing access and as set out in **Chapter 2** there are no existing highway safety concerns at the junction. Therefore, it is considered that a detailed capacity assessment of the existing site access is not required and the current design and dimensions are appropriate to serve the proposed development. It is also not considered necessary for a Road Safety Audit to be undertaken.

Servicing Arrangements

Refuse Collection

4.3 Refuse collection will continue as private waste collection for the recycling and general waste. However, as the development will increase the number of available units on site, it is anticipated that additional waste bins will be required. At present, the general waste bins are approximately 75% full when collected, whilst the recycling bins are 100% full². A breakdown of the existing and future bin storage required is as follows:

- Existing occupied units (at time of bin usage survey) – 20
- Existing Waste storage – 2no. 1100L bins (2,200L Total); 110L per unit
 - 75% actual existing usage – 1.5no 1100L bins (1,650L Total); 82.5L per unit
- Existing Recycling storage – 2no. 1100L bins (2,200L Total); 110L per unit
- Future Waste storage requirement for 49 units – 5,390L Total; 5no. 1100L bins
 - Based on 75% existing usage – **4,042.5L Total; 4no. 1100L bins**
- Future Recycling storage requirement for 49 units – **5,390L Total; 5no. 1100L bins**

² Based on recorded usage provided by Retirement Villages

4.4 As set out above, the proposed development would result in a requirement for an additional 2no. general waste bins and 3no. recycling bins. However, in order to avoid a requirement for additional hardstanding, it is proposed that the number of private waste collections will be increased from once per week to twice per week. A breakdown of the future bin storage requirement on this basis is as follows:

- Future Weekly Waste storage requirement for 49 units – 5,390L Total; 5no. 1100L bins
 - Based on 75% existing usage – 4,042.5L Total; 4no. 1100L bins
 - Two collections per week – **2,021.25L Total; 2no. 1100L bins**
- Future Recycling storage requirement for 49 units – 5,390L Total; 5no. 1100L bins
 - Two collections per week – **2,695L Total; 3no. 1100L bins**

4.5 Based on the above, with two collections per week, there is requirement for 1 additional recycling bin in comparison to the existing provision, which will be provided within the existing bin storage area. The private collection will be for both the residential and commercial aspects of the development. There is no change to the existing general waste storage.

Servicing

4.6 Servicing arrangements will remain as per the existing arrangements.

Fire and Emergency Services

4.7 **Drawing SP01** shows the swept path analysis of an 8.7m fire appliance and demonstrates that the vehicle can safely access and egress the site in a forward gear, with the vehicle able to turn and reverse within the site.

Parking

Car Parking

4.8 The proposed parking provision is considered in further detail in **Chapter 6** of this report. A summary of existing and proposed parking provision is set out below:

- Existing provision – 31 spaces
 - 26 formal car parking spaces;
 - 2 informal car parking spaces;

- Two disabled bays; and
 - One EV charging space
 - Proposed provision – 39 spaces
 - 36 formal car parking spaces;
 - Four disabled bays; and
 - 8 EV charging spaces.
- 4.9 Parking bays will be provided as per the existing parking bay sizes of 2.4m x 4.8m and is in accordance with the accepted standards within Manual for Streets guidance.
- 4.10 Whilst it is recognised that Wokingham Borough Council recommend parking bays be provided at a width of 2.5m and 5m length, it is considered appropriate to retain the existing parking bay dimensions for several reasons, which are set out below.
- 4.11 The existing parking layout has parking bays with 2.4m x 4.8m dimensions and there have been no issues experienced with regard to parking or accessing and egressing the car park, with no complaints received from the residents.
- 4.12 Swept path analysis has also been performed for the proposed parking layout and is provided as **Drawing SP02**. This demonstrates that an estate car would be able to manoeuvre into our out of the bays, with the drawing showing a car accessing and egressing the end spaces on the northern and southern rows.
- 4.13 Furthermore, the guidance within WBC's Parking Standards Study Report to provide 2.5m x 5m parking bays is a recommendation to provide enough space for pedestrians to safely move between two SUV's parked next to each other. Considering the demographics of the site, it is highly unlikely that a significant number of residents would own large SUV's and therefore the probability of two SUV's parked next to each other in the car park is extremely low. Therefore, it is considered appropriate that the accepted Manual for Streets parking bay dimensions of 2.4m x 4.8m are provided.

Cycle Parking

- 4.14 As highlighted within Section 3, cycle parking is required at a rate of 1 space per five members of staff. Considering there will be a total of 5 additional members of staff, a total of one cycle space is required. However, it is proposed that one Sheffield Stand will be provided, which provides two cycle parking spaces. This will be located in a safe, secure and accessible sheltered location.

Travel Plan

- 4.15 As set out in Wokingham Borough Council's Local Validation List, Travel Plans are typically required for *"major developments or schemes which are likely to impact upon local highway network"*. The proposed development is relatively minor and as set out in **Chapter 5** is not forecast to have any material impact on the highway network. A Travel Plan is therefore not considered necessary to support this scheme. However, should it be considered that a Travel Plan is necessary to make the proposed development acceptable, this could be secured via a suitably worded planning condition.

5 Highway Impact

- 5.1 To assess the impact of the redevelopment proposals on the local highway network, a trip generation assessment has been undertaken by utilising an Automatic Traffic Count (ATC) survey that was carried out at Thamesfield from 22nd November to 28th November 2021.

Trip Rates

- 5.2 The trip rates for Thamesfield have been calculated based upon the ATC survey data and the number of units that were occupied at the time of the survey, which was 22 of the 35 extra-care units.
- 5.3 The resultant trip rates for Thamesfield is shown in **Table 5.1**. The ATC Survey results are provided in **Appendix A**.

Table 5.1 ATC Survey Trip Rates

Site	AM			PM		
	In	Out	Total	In	Out	Total
Thamesfield	0.209	0.027	0.236	0.109	0.073	0.182

Trip Generation

- 5.4 A comparison between the trip generation associated with the existing site (with 22 occupied units) and proposed development has been calculated using the trip rates presented in **Table 5.1** and is shown in **Table 5.2**. The proposed development has been assumed to have a full occupancy for a worst-case scenario and thus, robust assessment. However, in reality, it is unlikely that all units will be occupied at the same time, and the average occupancy rate of RVG sites is approximately 80%.

Table 5.2 Trip Generation Comparison

No. of Dwellings	AM			PM		
	In	Out	Total	In	Out	Total
Surveyed Trips (22 Occupied dwellings)	5	1	6	2	2	4
Existing – Consented (37 dwellings)	8	1	9	4	3	7
Proposed (49 dwellings)	10	1	11	5	4	9
Difference (Proposed – Consented)	+2	0	+2	+1	+1	+2

- 5.5 As shown in **Table 5.3** the redevelopment proposals will result in the site generating two additional trips in the AM and PM peak hours respectively in comparison to the consented scheme. This demonstrates that the redevelopment proposals will result in a negligible impact on the surrounding highway network.

6 Parking Provision

- 6.1 It is acknowledged that there are parking standards published by Wokingham Borough Council for C2 developments. However, it is considered that due to the make-up of the development being extra-care apartments instead of a care home/nursing home that a case specific approach be taken with respect to parking provision.
- 6.2 Parking surveys have been conducted at the site to understand existing demand and this data has been used to create a site-specific parking provision approach to the development.
- 6.3 Furthermore, considering the WBC parking standards for C2 developments do not take into account residential parking, this does not reflect the nature of the site as it is known that several residents do own a vehicle.
- 6.4 We feel this is an appropriate course of action in order to provide parking in accordance with current demand at the site instead of a potential over or under provision based on parking standards for care homes.
- 6.5 Our findings are set out accordingly below.

Existing Parking Availability

- 6.6 The site currently provides a total of 31 car parking spaces, which equates to 0.89 spaces per dwelling (excluding nursing home beds). This includes two disabled bays and one EV charging space.
- 6.7 A parking survey was carried out at Thamesfield on Thursday 2nd and Friday 3rd February 2023 which is included at **Appendix B**. The survey identified cars parked by registration plates to categorise which bays are used by residents, staff, contractors, and visitors; where the reason for visiting was not known, the car was categorised as 'unknown'. Whilst several vehicle's purpose for parking on-site was unknown, it has been confirmed that no one was observed parking and walking off-site to elsewhere.
- 6.8 At the time of the survey, a total of 22 of the 35 extra care units were occupied. The number of staff on site varied throughout the survey period, a breakdown of which is included at **Appendix C**.

- 6.10 The survey found that there was a maximum of 22 cars parked across the site, 20 of which used dedicated parking bays, with the remaining two parked informally; 6 spaces were used by residents, 8 by staff (one of which was parked informally), two were contractors (one informally parked) and the remaining 6 cars were unknown. The peak period was recorded at 12:30pm on Thursday 2nd February 2023. At that time, there were 8 members of staff on-site.
- 6.11 Therefore, the peak parking demand for the site equates to the following:
- 6 residents' vehicles – 0.27 per occupied unit
 - 8 staff vehicles – 1.00 per member of staff on site
 - 6 unknown vehicles – 0.27 per unit
 - 2 contractor vehicles – 0.01 per unit
- 6.12 Assuming the 6 unknown vehicles are visitors to the site, the resultant parking demand for residents and visitors is 0.54 per occupied unit. This has been taken forward to calculate the required number of parking spaces for the proposed additional extra-care apartments.

Proposed Parking Provision

- 6.13 The proposed development includes the provision of 17 new extra-care apartments and there is anticipated to be 5 further members of staff associated with the proposed development. Alongside this, some of the existing units will be removed, meaning that in total there will be 49 extra-care apartments and 13 staff on site. As such, **Table 6.1** states the following parking requirements that are needed given the calculated peak parking demand figures for residents, visitors, and staff.

Table 6.1 Proposed Parking Provision

	Surveyed Parking Demand	Proposed Total Number of Units/Staff	Required Parking Spaces
Resident & Visitor	0.54 per unit	49	26
Staff	1.00 per member of staff	13*	13
Total			39

* Note: Assumes all 5 additional staff are on-site at the same time as the existing peak of 8 staff

- 6.14 As shown in **Table 6.1**, a total of 39 spaces are required for staff, residents and visitors. Adhering to the local parking standards, 3% of proposed parking spaces are to be designed and allocated for those with impaired mobility. There are two existing disabled bays, which exceeds the requirement for the proposed 39 spaces and no further disabled spaces are therefore proposed.

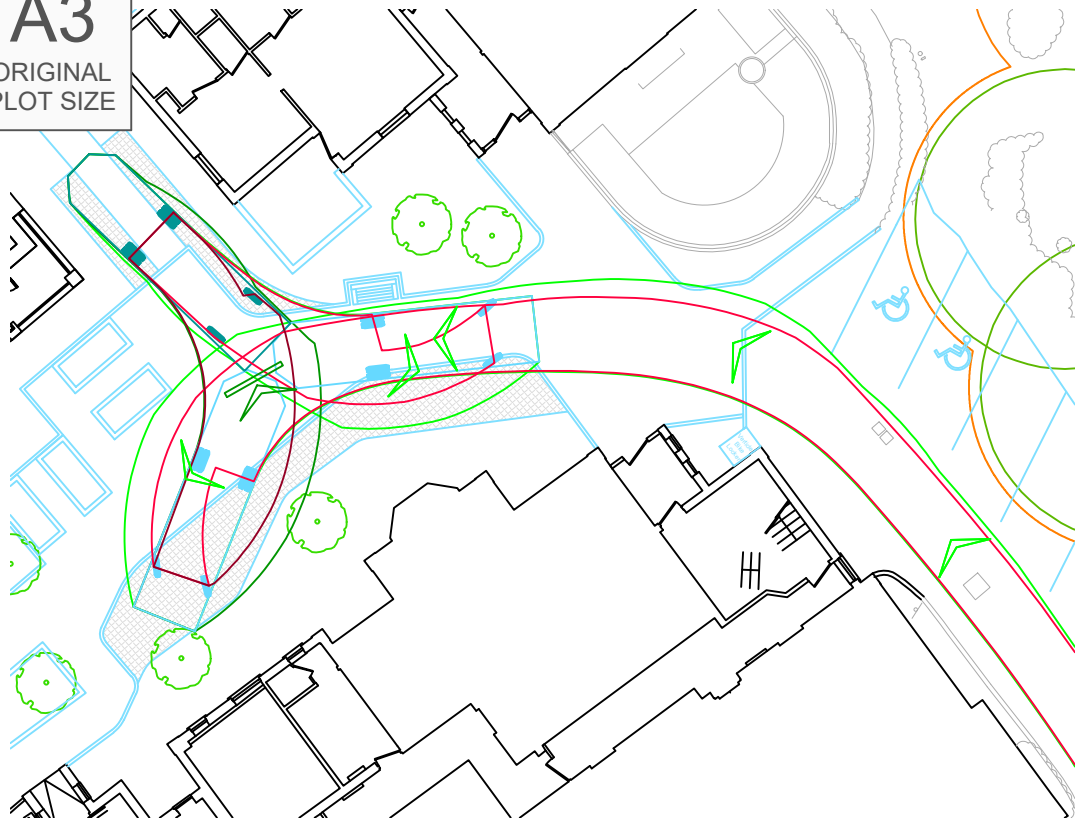
- 6.15 Based upon the above, the required number of spaces have been accommodated for within the proposals and therefore there will be sufficient car parking available within the site to accommodate the additional demand brought about by the proposed development. It is also worth noting that, on average, RVG's villages typically operate with an occupancy rate of around 80%. It is therefore unlikely that the proposed development would be fully occupied. It has also been assumed that all 5 of the additional staff would be on-site at the same time (and at the period of peak car park usage), which is unlikely to occur in reality. The resultant parking demand would therefore likely be lower than set out above.

7 Summary and Conclusions

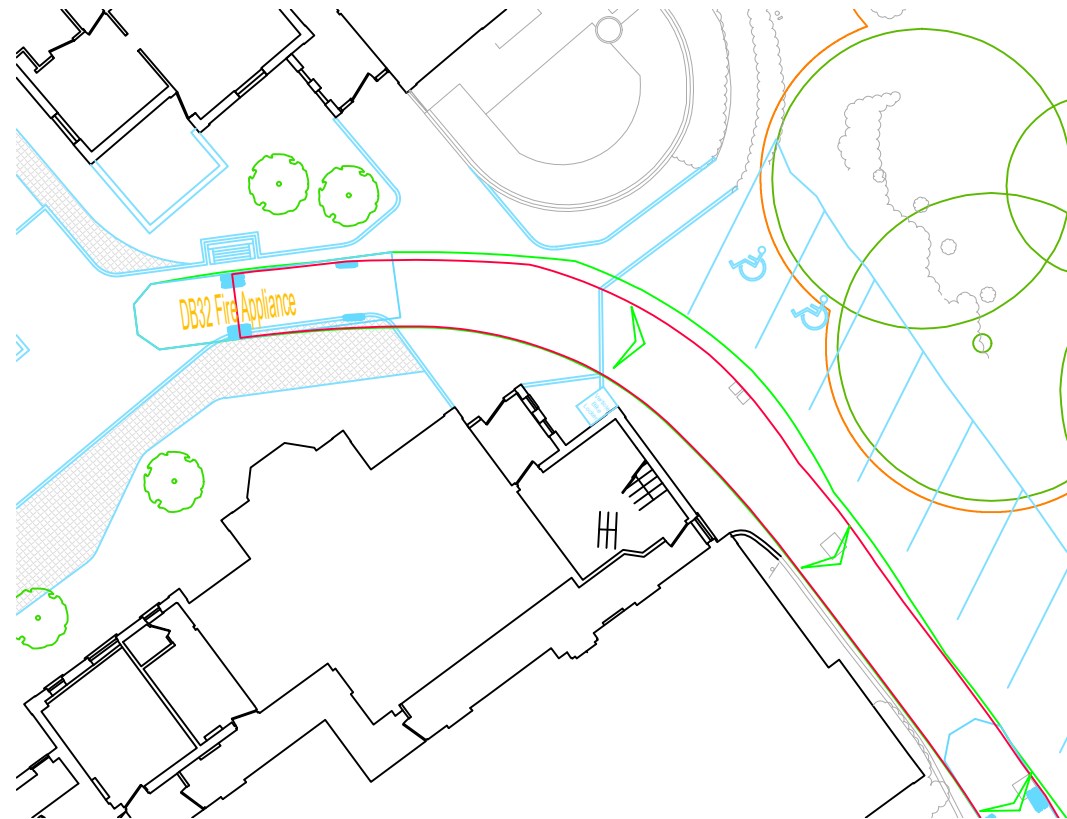
- 7.1 Retirement Villages Group has appointed Transport Planning Associates to provide Transport advice with regards to the proposed redevelopment of the Thamesfield site, located off the A321 Wargrave Road, Henley-on-Thames. This Transport Statement has been written in accordance with local, regional and national planning guidance.
- 7.2 The redevelopment proposals comprise the removal of five extra care apartments, along with the development of an additional unit with 17 new extra care apartments. Therefore, the development increases the existing provision of 37 dwellings to 49.
- 7.3 This assessment has considered peak parking demand arising from the existing village and confirms that the proposed increase in parking, from 31 to 39 spaces, will be to accommodate the additional demand brought about by the proposed development.
- 7.4 The site is located in a sustainable location, with a number of key facilities and amenities, and wider residential areas, connected by a network of walking and cycling routes, with efficient and reliable public transport opportunities to the wider area.
- 7.5 The site will continue to be accessed by the existing priority junction from the A321 Wargrave Road.
- 7.6 The proposals will result in a negligible impact upon the local highway network, with two additional vehicular trips in the AM and PM peak hours respectively. The proposed redevelopment will therefore not result in an intensification of the existing site access off Wargrave Road.
- 7.7 Further to the information presented within this Transport Statement, the proposals are acceptable with respect to Transport and Highways, and there are no valid highways or transportation reasons for refusal.

DRAWINGS

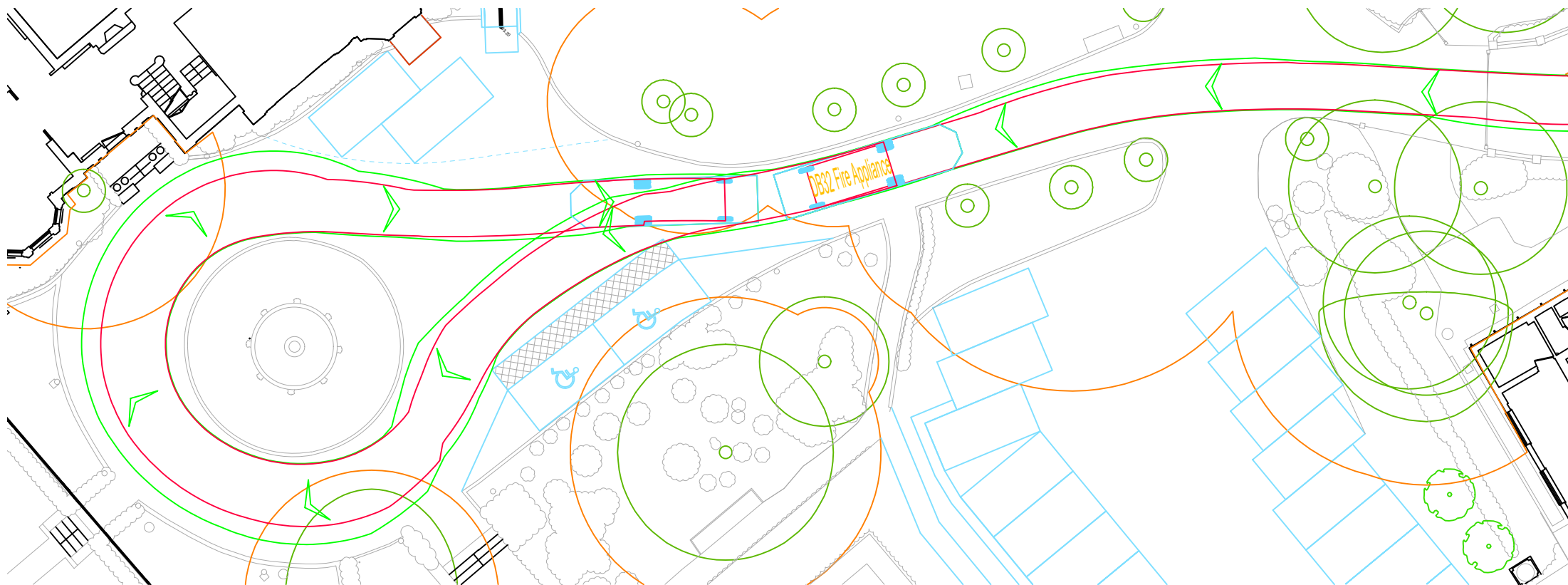
ORIGINAL
PLOT SIZE



Vehicle Entering Apartment Complex Area



Vehicle Exiting Apartment Complex Area



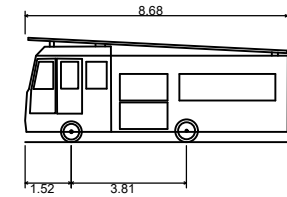
Fire Appliance Around Courtyard



INDICATIVE

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NOTES:



DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m

C	14.12.23	Updated to latest layout with tracking to fit.	KVT	AJS	JD
B	20.10.23	Updated Layout and tracking. Added tracking around courtyard fountain.	KVT	AJS	JD
A	12.06.23	Adjusted vehicle tracking	KVT	AJS	JD
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



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PROJECT:

THAMESFIELD,
HENLEY-ON-THAMES

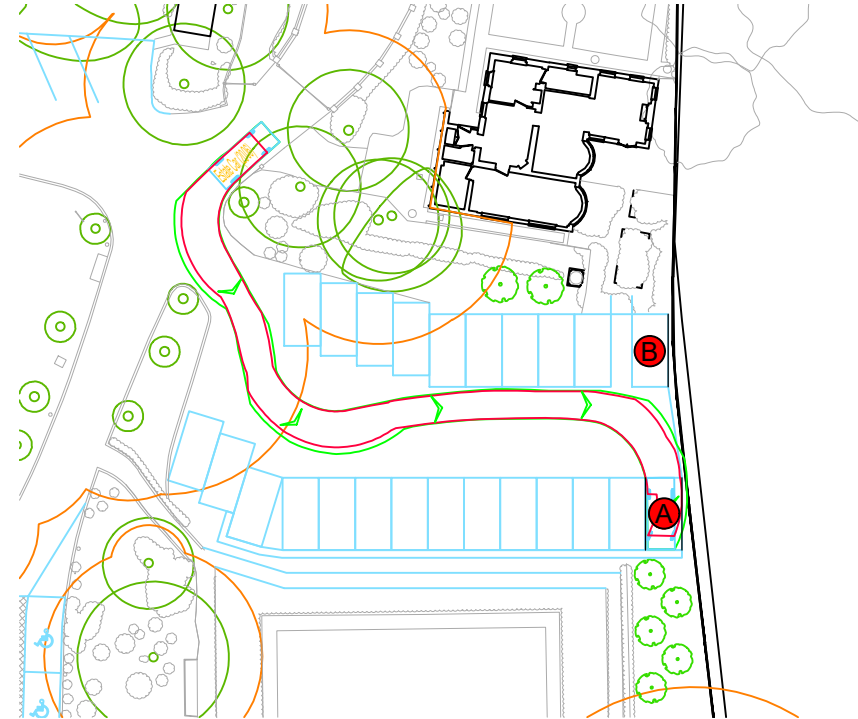
TITLE:

Swept Path Analysis Of A Fire Appliance

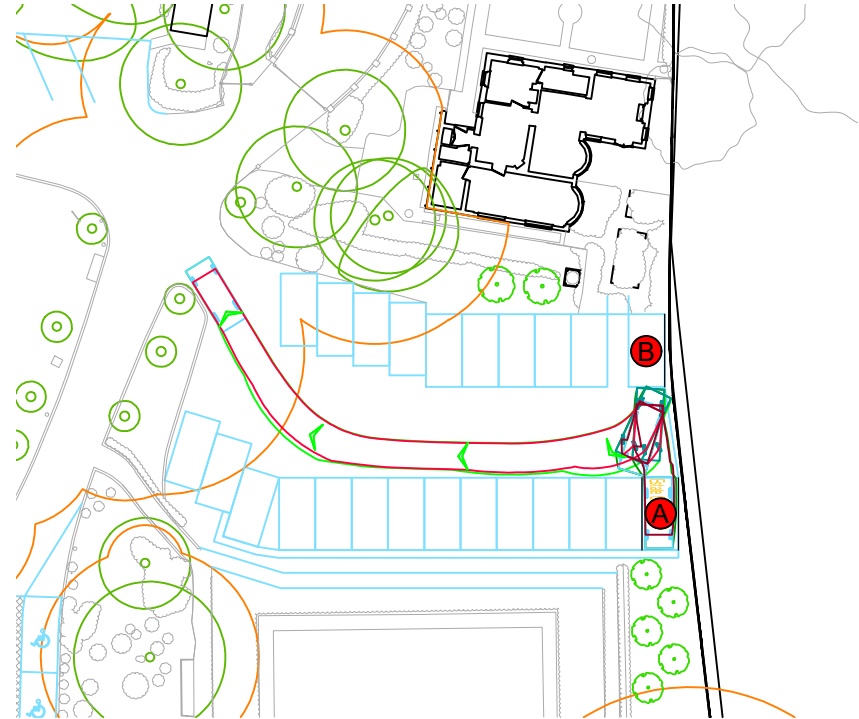
STATUS:	
---------	--

INFORMATION

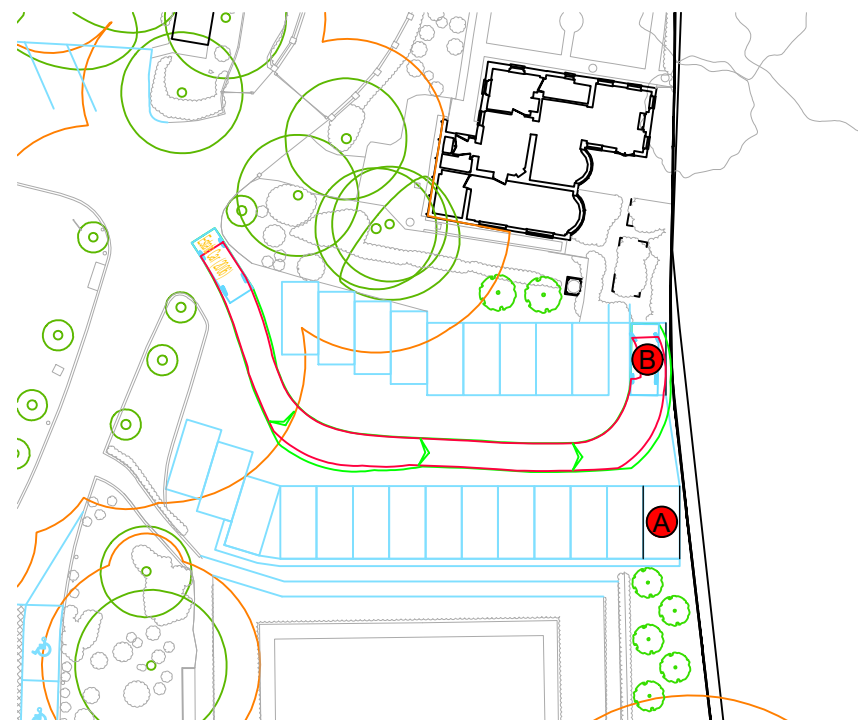
SCALE: 1:250	DATE: 01.06.23	DRAWN: KVT	CHECKED: AJS	APPROVED: JD
JOB NO: 2208-036		DRAWING NO: SP01		REVISION: C



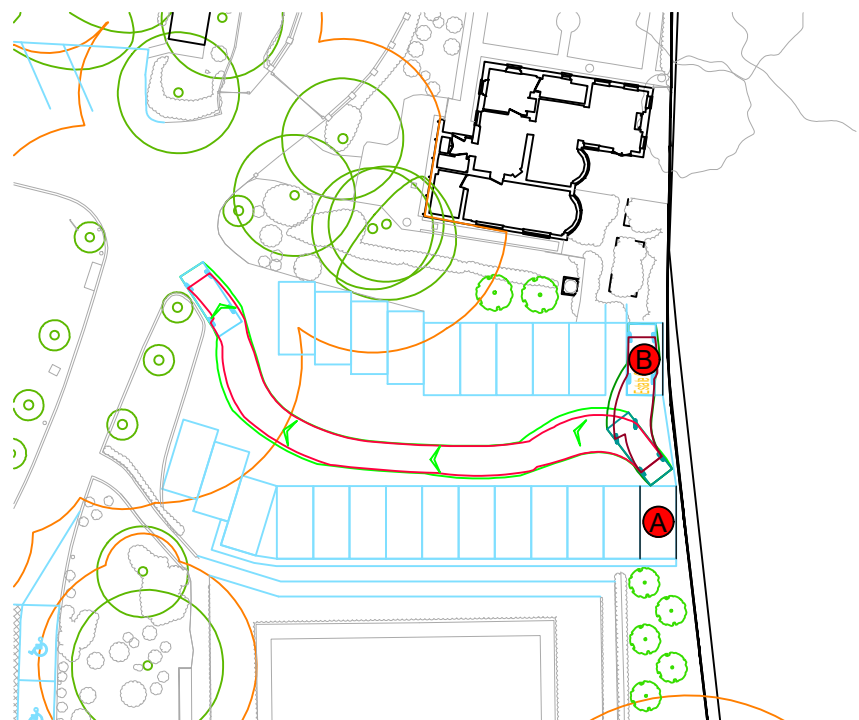
1) A In



2) A Reverse Out

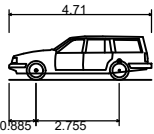


3) B In



4) B Reverse Out

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Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

B	14.12.23	Updated to latest layout adjusting tracking to match.	KVT	AJS	JD
A	20.10.23	Resized page frame. Updated layout and adjusted tracking accordingly.	KVT	AJS	JD
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



25 King Street
Bristol
BS1 4PB
0117 925 9400
www.tpa.uk.com

CLIENT:
RETIREMENT VILLAGES DEVELOPMENTS LIMITED

PROJECT:
THAMESFIELD,
HENLEY-ON-THAMES

TITLE:
Swept Path Analysis Of An
Estate Car Within Proposed
Car Parking Layout

STATUS:
INFORMATION

SCALE: 1:500	DATE: 05.07.23	DRAWN: KVT	CHECKED: AJS	APPROVED: JD
JOB NO: 2208-036	DRAWING NO: SP02	REVISION: B		



INDICATIVE

RESERVED COPYRIGHT

APPENDIX A



Thamesfield Village, Henley-on-Thames site access ATC

Site No. 603401

Site Ref. 603401

Site 01

Vehicle Count Report

Week Begin: 22 November 2022

Channel: Inbound

	Tue Nov 22	Wed Nov 23	Thu Nov 24	Fri Nov 25	Sat Nov 26	Sun Nov 27	Mon Nov 28	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0
06:00	1	1	2	1	0	0	2	1	1
07:00	6	6	6	7	1	2	4	6	5
08:00	4	5	5	6	5	1	3	5	4
09:00	4	4	3	7	2	2	3	4	4
10:00	4	5	3	5	5	1	3	4	4
11:00	6	3	2	3	4	1	2	3	3
12:00	3	6	5	1	4	0	2	3	3
13:00	5	1	2	2	1	3	2	2	2
14:00	1	3	3	3	3	2	2	2	2
15:00	2	4	3	2	5	0	3	3	3
16:00	1	0	2	4	1	1	2	2	2
17:00	4	3	1	2	0	2	2	2	2
18:00	4	0	0	1	0	0	0	1	1
19:00	0	1	2	2	3	2	1	1	2
20:00	0	0	0	0	1	1	2	0	1
21:00	0	0	0	0	1	0	0	0	0
22:00	0	0	1	0	0	1	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	44	40	35	43	31	15	28	38	34
16H(6-22)	45	42	39	46	36	18	33	41	37
18H(6-24)	45	42	40	46	36	19	33	41	37
24H(0-24)	45	42	40	47	37	19	33	41	38
AM Peak	11:00 6	07:00 6	07:00 6	09:00 7	10:00 5	09:00 2	07:00 4	07:00 6	07:00 5
PM Peak	13:00 5	12:00 6	12:00 5	16:00 4	15:00 5	13:00 3	15:00 3	12:00 3	12:00 3

Site No. 603401

Site Ref. 603401

Site 01

Vehicle Count Report

Week Begin: 22 November 2022

Channel: Outbound

	Tue Nov 22	Wed Nov 23	Thu Nov 24	Fri Nov 25	Sat Nov 26	Sun Nov 27	Mon Nov 28	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	1	0	0
07:00	4	3	2	2	1	3	3	3	3
08:00	0	2	0	1	2	0	0	1	1
09:00	1	3	1	2	2	0	2	2	2
10:00	4	3	3	3	3	0	1	3	2
11:00	5	4	2	1	5	1	2	3	3
12:00	6	7	4	10	3	1	3	6	5
13:00	4	0	7	3	5	1	2	3	3
14:00	4	5	4	7	6	3	6	5	5
15:00	6	7	5	3	4	2	3	5	4
16:00	6	6	6	7	0	1	5	6	4
17:00	3	1	2	1	0	2	1	2	1
18:00	1	1	1	3	0	0	1	1	1
19:00	3	1	3	2	2	2	2	2	2
20:00	0	0	0	0	2	3	2	0	1
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	0	2	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	44	42	37	43	31	14	29	39	34
16H(6-22)	47	43	41	45	35	19	34	42	38
18H(6-24)	47	43	41	47	35	19	34	42	38
24H(0-24)	47	43	41	47	35	19	34	42	38
AM Peak	11:00 5	11:00 4	10:00 3	10:00 3	11:00 5	07:00 3	07:00 3	11:00 3	11:00 3
PM Peak	16:00 6	15:00 7	13:00 7	12:00 10	14:00 6	20:00 3	14:00 6	16:00 6	14:00 5

PCC Traffic Information Consultancy Ltd.

Site No. 603401

Site Ref. 603401

Site 01

Vehicle Count Report

Week Begin: 22 November 2022

Channel: Total Flow

	Tue Nov 22	Wed Nov 23	Thu Nov 24	Fri Nov 25	Sat Nov 26	Sun Nov 27	Mon Nov 28	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0
06:00	1	1	3	1	0	0	3	2	1
07:00	10	9	8	9	2	5	7	9	7
08:00	4	7	5	7	7	1	3	5	5
09:00	5	7	4	9	4	2	5	6	5
10:00	8	8	6	8	8	1	4	7	6
11:00	11	7	4	4	9	2	4	6	6
12:00	9	13	9	11	7	1	5	9	8
13:00	9	1	9	5	6	4	4	6	5
14:00	5	8	7	10	9	5	8	8	7
15:00	8	11	8	5	9	2	6	8	7
16:00	7	6	8	11	1	2	7	8	6
17:00	7	4	3	3	0	4	3	4	3
18:00	5	1	1	4	0	0	1	2	2
19:00	3	2	5	4	5	4	3	3	4
20:00	0	0	0	0	3	4	4	1	2
21:00	0	0	0	0	1	0	0	0	0
22:00	0	0	1	2	0	1	0	1	1
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	88	82	72	86	62	29	57	77	68
16H(6-22)	92	85	80	91	71	37	67	83	75
18H(6-24)	92	85	81	93	71	38	67	84	75
24H(0-24)	92	85	81	94	72	38	67	84	76
AM Peak	11:00 11	07:00 9	07:00 8	09:00 9	11:00 9	07:00 5	07:00 7	07:00 9	07:00 7
PM Peak	13:00 9	12:00 13	13:00 9	16:00 11	15:00 9	14:00 5	14:00 8	12:00 9	12:00 8

PCC Traffic Information Consultancy Ltd.

APPENDIX B

Henley on Thames Parking Survey Thursday 2nd February 2023

	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30
Resident	7	7	7	7	7	7	7	7	7	6	7	7	6	6
Staff	0	1	2	2	4	8	8	8	8	8	8	8	8	8
Contractor	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	3	3	3	3	4	4	4	4	4	4	4	6	6	6
TOTAL	10	11	12	12	15	19	19	20	20	19	19	21	21	22
Free spaces	21	20	19	19	16	12	12	11	11	12	12	10	10	9

Staff on-site

1			1	1	1	1	1	1	1	1	1	1	1	1
2		1		1	1	1	1	1	1	1	1	1	1	1
3				1	1	1	1	1	1	1	1	1	1	1
4					1	1	1	1	1	1	1	1	1	1
5					1	1	1	1	1	1	1	1	1	1
6						1	1	1	1	1	1	1	1	1
7							1	1	1	1	1	1	1	1
8						1	1	1	1	1	1	1	1	1
9														

Total 0 0 2 3 5 8 8 8 8 8 8 8 8 8

per staff on #DIV/0! #DIV/0! 1.00 0.67 0.80 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00
6	5	4	5	5	5	5	6	6	7	7	7	7	7	7
7	7	8	8	6	5	3	2	1	1	1	0	0	0	0
2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	5	5	5	5	5	5	4	3	3	4	3	3	3	3
21	17	17	18	18	15	13	12	10	11	12	10	10	10	10
10	14	14	13	13	16	18	19	21	20	19	21	21	21	21
1	1	1	1	1	1	1	1	1	1	1	1	1	1	
1	1	1	1	1	1									
1	1	1	1	1	1	1								
1	1	1	1	1	1	1	1	1						
1	1	1	1	1	1									
1	1	1	1	1	1	1								
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	7	7	7	7	5	3	3	3	2	2	2	2	2	1
0.88	1.00	1.14	1.14	0.86	1.00	1.00	0.67	0.33	0.50	0.50	0.00	0.00	0.00	0.00

20:30	21:00	21:30	22:00
7	7	7	7
0	0	0	0
0	0	0	0
0	0	0	0
3	3	3	3
10	10	10	10
21	21	21	21

0	0	0	0
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Henley on Thames Parking Survey Friday 3rd February 2023

	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30
Resident	7	7	7	7	7	7	7	7	6	6	6	5	5	5
Staff	0	0	1	4	4	6	6	6	6	6	6	6	6	5
Contractor	0	0	0	0	1	1	1	1	1	1	1	1	0	0
Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	3	3	3	3	5	5	5	6	6	7	7	8	10	10
TOTAL	10	10	11	14	17	19	19	20	19	20	20	20	21	20
Free spaces	21	21	20	17	14	12	12	11	12	11	11	11	10	11
Staff on-site														
1		1	1	1	1	1	1	1	1	1	1	1	1	1
2			1	1	1	1	1	1	1	1	1	1	1	1
3			1	1	1	1	1	1	1	1	1	1	1	
4			1	1	1	1	1	1	1	1	1	1	1	
5					1	1	1	1	1	1	1	1	1	1
6				1	1	1	1	1	1	1	1	1	1	1
7					1	1	1	1	1	1	1	1	1	1
8						1	1	1	1	1	1	1	1	1
9							1	1	1	1	1	1	1	1
10											1	1	1	1
11														
Total	0	1	4	5	7	9	9	9	9	9	10	10	10	8
Cars per staff on-site	#DIV/0!	0.00	0.25	0.80	0.57	0.67	0.67	0.67	0.67	0.67	0.60	0.60	0.60	0.63

13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00	19:30	20:00
5	5	5	5	6	6	6	7	7	7	7	7	7	7	7
5	5	5	5	3	3	3	3	3	1	1	1	1	2	2
0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	8	8	8	7	7	7	7	6	7	7	6	6	3	3
17	18	18	18	17	16	16	17	16	15	15	14	14	12	12
14	13	13	13	14	15	15	14	15	16	16	17	17	19	19
1	1	1	1	1										
1	1	1	1	1	1	1	1	1	1	1	1	1		
1	1	1	1	1	1									
1	1	1	1	1	1	1	1	1						
1	1	1	1	1	1	1	1							
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	8	8	8	8	6	5	4	3	2	2	2	2	2	1
0.63	0.63	0.63	0.63	0.38	0.50	0.60	0.75	1.00	0.50	0.50	0.50	0.50	1.00	2.00

20:30	21:00	21:30	22:00
7	7	7	7
2	1	1	1
0	0	0	0
0	0	0	0
3	3	3	3
12	11	11	11
19	20	20	20

1	1	1	1
1	1	1	1
2.00	1.00	1.00	1.00