

TRANSPORT TECHNICAL NOTE

5 ELM LANE, EARLEY, WOKINGHAM, RG6 5UE

Proposed Change of Use

Date: October 2025

Ref: 2025/8819/TN01

1 INTRODUCTION

- 1.1 RGP is instructed by Kennet Care Ltd to provide transport planning and highway advice in relation to the proposed change of use from a residential dwelling (Use Class C3) to a children's home (Use Class C2) at 5 Elm Lane, Earley, Wokingham, RG6 5UE. The site is located within the administrative boundary of Wokingham Borough Council.
- 1.2 The site is located on the eastern side of Elm Lane between its junction with Redhatch Drive to the south and a four-arm roundabout junction with Elm Road and Rowland Way to the north. The site currently accommodates a 4-bedroom detached residential dwelling.
- 1.3 Access to the site is currently achieved from Elm Lane via a vehicle crossover which serves a private hardstanding area used for car parking.
- 1.4 The development proposals are for the change of use of the existing residential dwelling (Use Class C3) to a children's residential care home (Use Class C2).
- 1.5 The children's home would operate as a residential children's home [REDACTED] providing full-time care with children living on site 24 hours a day, 7 days a week, 365 days a year. The site will have capacity for 4 children aged between 5-17 years, [REDACTED]. The length of stay would differ for each child, with some living at the site for several months, whilst others may remain for years. The facility would also provide overnight accommodation for up to two members of staff.
- 1.6 The site would employ approximately 10 staff working within three key shift periods. The first shift runs between 07:00-15:00, and would require between 2 and 6 staff members to be on duty. The second shift is between 14:00-22:00, with approximately 2 staff members on duty over this period. The final shift (known as the sleep-in shift) lasts from 21:00-07:00, where one staff member from a waking night team remains awake throughout the shift, and another is on-site sleeping but is available for emergencies.

RGP – Transport Planning and Infrastructure Design Consultants

Surrey Office Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming, GU7 1HP

London Office 10 York Road, London, SE1 7ND

enquiries@rgp.co.uk

T: 01483 861 681

T: 020 7078 9662

www.rgp.co.uk



1.7 The existing garage building would also be used for Kennet Care staff training, with sessions ranging between 4-8 staff only. The site would be used for approximately 11 training sessions per year (i.e. x4 CPI training sessions per year, x4 safeguarding training cycles per year, x2 Fire training cycles and x1 PACE training per year) and this would include staff of the proposed facility as well as staff from other operator specific facilities. Any staff travelling from other facilities would travel in one vehicle in order to allow staff to return back to the care facility for scheduled shifts, for example.

1.8 It is also noted that the site recently secured planning permission in July 2025 under Ref. 251058 for the following:

“Householder application for the proposed erection of a two-story rear extension, following demolition of the existing conservatory.”

1.9 The above application has since been implemented and this proposed development proceeds with the approved extensions in place.

Scope of this Report

1.10 This Transport Technical Note has been prepared to consider the acceptability of the proposed change of use from a highway and transportation perspective, including the accessibility credentials of the site, consideration of the access, parking and servicing arrangements, and the impact of the proposed development on the local highway network.

1.11 Following this introduction, the remainder of this report comprises:

- i. Section 2: Baseline Conditions (including Site Location and Accessibility details);
- ii. Section 3: Development Proposals;
- iii. Section 4: Trip Generation & Impact; and
- iv. Section 5: Summary & Conclusions

2 BASELINE CONDITIONS

2.1 The site is located on the eastern side of Elm Lane on the western side of Earley and to the south-east of Reading town centre. The site's location in the context of the surrounding area and local facilities is shown in **Figure 1**.

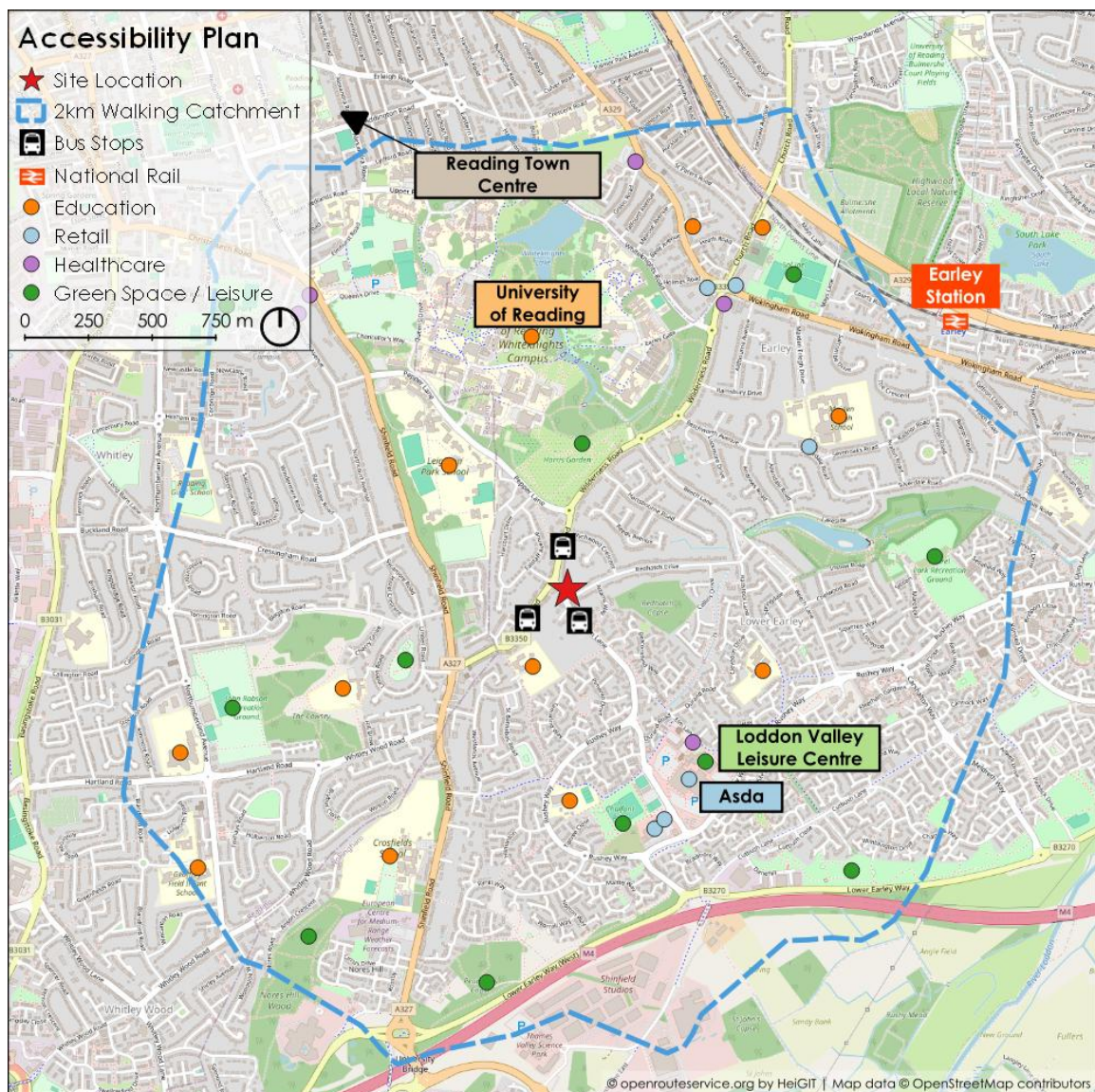


Figure 1 Accessibility Plan

2.2 Elm Lane is a two-way single carriageway residential road that is subject to a 30mph posted speed limit. Elm Lane travels in a general north-west – south-east alignment, providing a route south toward the Chalfont Way retail park. Traffic calming measures in the form of speed cushions are present along Elm Lane in order to promote and encourage low vehicle speeds and the residential nature of Elm Lane.

- 2.3 Due to the straight alignment along Elm Lane, an excellent level of visibility is achievable in both directions along Elm Lane from the site access in accordance with visibility requirements, including to the roundabout junction to the north of the site and in excess of 43 metres to the south of the site.

Personal Accident Review

- 2.4 Accident data for the most recent five-year period has been reviewed using the Crash Map website (www.crashmap.co.uk) in order to identify any pattern or cluster of accidents on the local highway network in the vicinity of the site.
- 2.5 **Figure 2** provides a location plot of all accidents that have taken place on the local highway network over the most recent five year period, full reports of which are attached hereto at **Appendix B**.



Figure 2 PIA Crashmap Extract

- 2.6 As shown, three accidents have occurred in the vicinity of the site, including one serious accident and two slight accidents.

- 2.7 The serious accident occurred on Sunday 19th September 2021 at 00:08 in darkness with street lights present and lit, and in dry conditions. The accident involved a motorcycle proceeding normally along the highway, when it collided with a kerb causing the rider to dismount. This accident took place some 4 years ago and can be attributed to driver error.

- 2.8 Of the slight accidents, one occurred at the Redhatch Drive junction, whereby a vehicle began turning right into the path of a motorcycle travelling along Elm Lane. The other slight accident occurred on the Elm Road / Elm Lane roundabout junction, whereby a vehicle proceeding through the roundabout collided with the rear of a vehicle turning right at the roundabout.

- 2.9 Whilst all accidents are indeed regrettable, the PIA review has confirmed that, given the location, nature, and timing of the incidents, there is no evidence of an accident pattern or cluster in the vicinity of the site in the last five year period.

- 2.10 Based on the above assessment, it is not considered that there are any underlying road safety issues relating to the condition or layout of the highway.

Walking and Cycling

- 2.11 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the Chartered Institution of Highways and Transportation's Guidelines for Providing Journeys on Foot (2000).

- 2.12 Walking and cycling play a vital role in healthy and active lifestyles, and if convenient and safe links are available, there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. **Figure 1** illustrates the range of services and facilities located in close proximity to the site.

- 2.13 The area surrounding the site displays a good level of pedestrian infrastructure. Wide and well-lit footways are present on either side of Elm Lane, and key crossing points benefit from dropped kerbs and good levels of intervisibility. The good standard of pedestrian infrastructure continues throughout the local area and the pedestrian infrastructure provides future residents and staff of the children's home to make sustainable journeys to and from the site to a range of facilities and amenities, including Earley railway station and local retail opportunities.

- 2.14 Over short distances, cycling is often quicker than using a car and more flexible than using public transport.

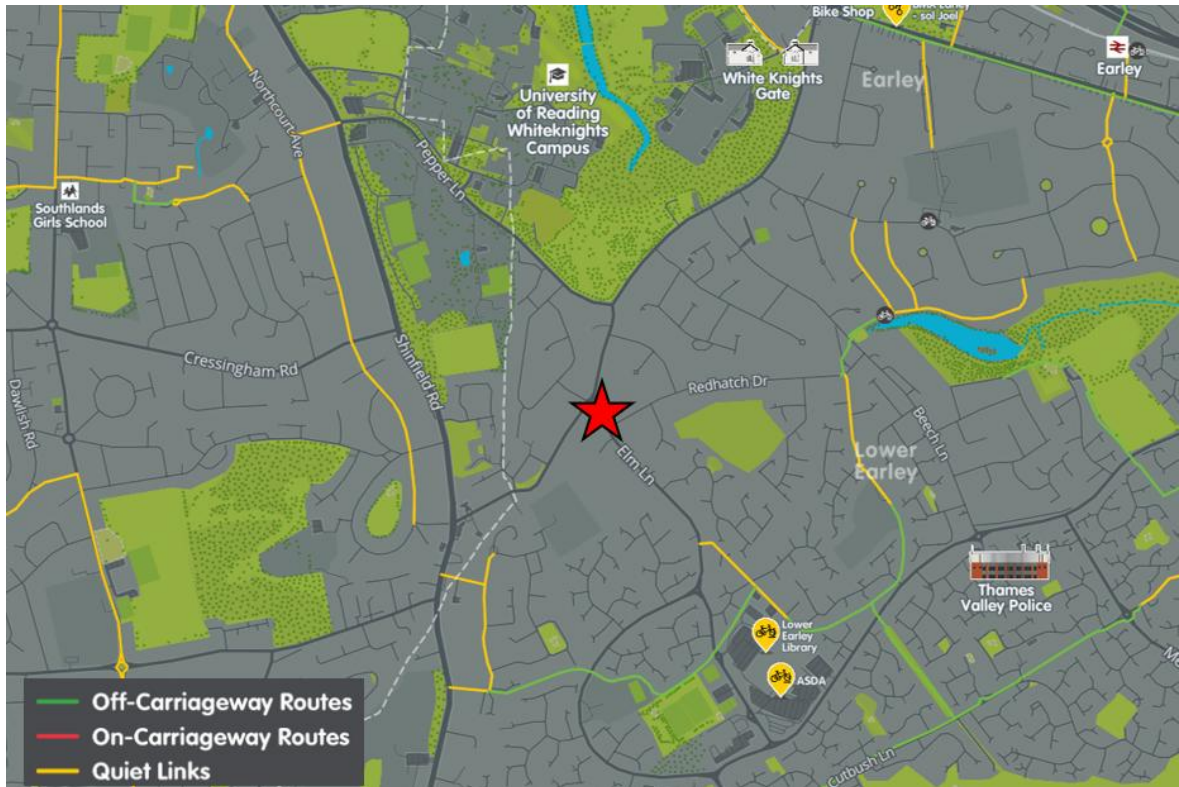


Figure 3 Local Cycle Network

- 2.15 As shown in **Figure 3**, the site benefits from a number of cycle routes that could be used by staff in particular in order to commute to / from the site for work, for example. A cycle route can be reached via Redhatch Lane, which provides a Quiet Link to Earley station. Similarly, cycle parking exists at the Asda and the Library to the south-east of the site.
- 2.16 Furthermore, the local highway network is considered to be conducive to cycling, given its residential nature which promotes slow speeds and light traffic. This section has demonstrated that there are many opportunities for future site users to travel to and from the site using active travel modes.

Public Transport

- 2.17 The site lies in a convenient position in regard to local bus infrastructure. Brerewood bus stops lie 130m (a circa 1 ½ minutes walk) to the south of the site along Elm Lane, providing north and southbound journeys via the 21 claret service between Marefield, St Mary's Butts and Central Reading. The Brerewood bus stops each benefit from a dedicated bus layby with carriageway demarcations, a flagpole with timetable information, and a shelter with seating.

- 2.18 National Rail services can also be accessed from the site, with Earley railway station located 2.5km (a 30-minutes' walk or 9 minutes cycle) to the north-east of the site. Earley railway station is located on the Waterloo to Reading line, with 2 trains departing every hour in either direction.

Summary

- 2.19 On the basis of the above assessment, it is apparent that the site benefits from access to sustainable modes of transport to enable staff and residents to travel to / from the site by modes other than the private car.

3 DEVELOPMENT PROPOSALS

- 3.1 The development proposals are for the change of use of the existing residential dwelling (Use Class C3) to a children's home (Use Class C2).

Access Arrangements

- 3.2 Access to the site is currently achieved from Elm Lane via a vehicle crossover which leads to a large area of hardstanding. Cars are currently able to enter the site in a forward gear, turn around on-site and egress the site in a forward gear safely, and this would remain unchanged following the proposed change of use.
- 3.3 As outlined in Section 2, a good level of visibility is afforded for drivers emerging from the site access along Elm Lane (i.e. in excess of 43 metres to the south and to the roundabout to the north), in accordance with MfS visibility requirements.

Car Parking

- 3.4 Parking standards in relation to children's homes (Use class C2) are provided in WBC's 'Parking Standards Study Report Consultation Document', which requires C2 Residential Care homes) to provide 1 car parking space per full-time staff member + 1 visitor space per 3 residents.
- 3.5 Whilst the proposed site would employ approximately 10 members of staff, it is not anticipated that all staff would be full time. Similarly, staff would operate on shift patterns across a 24 hour period and therefore not all staff members would be on-site at any given time.
- 3.6 It is therefore important to consider how the site would actually operate to consider an appropriate level of car parking for the site.
- 3.7 Based on operator specific data obtained by the applicant and as outlined in Section 1 of this report, the site would operate as follows:
- i) 7am–3pm: up to 6 staff members on duty (including management).
 - ii) 2pm–10pm: 2 staff members on duty.
 - iii) 9pm–7am: Known as the sleep-in shift. During this shift, one staff member (the Waking Night) remains awake throughout, while another is on-site sleeping but available for emergencies.

- iv) The site would also provide sporadic training sessions within the garage building for staff. These sessions take place between 9am-1pm only and would comprise between 4-8 staff members, including staff of the proposed facility as well as staff from other sites.

- 3.8 On the basis of the above, it is clear that there would be up to 6 members of staff on-site during a given shift within the children's home. During the hours of 2-3pm (i.e. the handover period), there could be up to 8 staff on-site at the same time which represents a worst case, as a result of the one-hour handover provided between shifts.
- 3.9 However, not all staff would travel individually by car to / from the site. It is anticipated that some staff would reside within the local area and are therefore likely to travel to / from the site by the wide range of sustainable modes of transport available in the vicinity of the site, as outlined in Section 2 of this report. The location of the site within a residential area is also likely to lend itself to active travel by any staff residing locally. This is consistent with the business model of many other operational Kennet Care facilities.
- 3.10 Furthermore, there is also likely to be an element of car sharing between staff residing within close proximity of one another, for example. Kennet Care also operate a system whereby staff are able to drive company vehicles to/from the site for work rather than driving their own vehicle or for those who do not own a car.
- 3.11 On the basis of the above analysis, the site is anticipated to generate a parking demand for up to 5 staff cars on the site during the busiest period (i.e. between 2-3pm when staff handover shifts) and to reflect an element of car sharing, sustainable travel and company vehicle use.
- 3.12 The garage building would also be used for sporadic training sessions of its staff from both the proposed facility and other existing sites. As such, the parking requirements of staff of the proposed facility would already be accounted for by the above parking demand since they would already be on the site, whilst any other staff travelling from another facility would travel together in one care home vehicle, so that its staff can return for scheduled shifts. It is also important to note that training sessions would take place between 9am-1pm since it is not feasible to Kennet Care from a logistical perspective to provide sessions during the afternoon, i.e. during the shift handover period. There are also expected to be 11 sessions only across the year i.e. less than one per month (x4 CPI training sessions per year, x4 safeguarding training cycles per year, x2 Fire training cycles and x1 PACE training per year). The training sessions are therefore scheduled specifically outside of times where parking demands on the site reach its peak (i.e. between 2-3pm) and so the parking demands on the site would be reduced during these times and are not likely to exceed 5 cars during times when training takes place.

- 3.13 The Kennet Care model is also different to that of other residential care providers in that the catchment area for placements are arranged through social services and can come from local authorities across the UK, as opposed to generating a local catchment only. As such, it is not anticipated that the site would generate the same demand for visitor parking as other children's care homes since families are not likely to reside within the local area and visit frequently.
- 3.14 As shown on the proposed site plan at **Appendix A**, the site would retain the existing hardstanding parking area, suitable to accommodate at least 5 vehicles without resulting in overspill parking or offering an impact on parking on the surrounding highway network.
- 3.15 The provision of 5 spaces (i.e. one space per 0.5 members of staff) is considered appropriate based on the Kennet Care model/operation set out above and to reflect the expected demand for parking during peak times.
- 3.16 The above parking assessment is particularly robust in its approach given that the morning/afternoon shift would require between 2-6 members of staff and so the parking demands on-site would be particularly reduced at times where less than 6 staff members are required for a shift, for example.
- 3.17 **Drawing ELM-RGP-XX-XX-DR-T-001** attached hereto, demonstrates a proposed parking layout plan for the scheme. As shown, the site can accommodate 5 cars safely on-site and vehicles would be capable of turning around on-site to egress in a forward gear. The on-site bays would be managed on a day to day basis by the staff manager to ensure the bays are used safely and effectively and to ensure that cars are able to turn around on-site at all times.

Cycle Parking

- 3.18 WBC's 'Parking Standards Study Report Consultation Document' provides guidance with regard to cycle parking at residential children's homes, which requires 1 long stay cycle parking space per 5 members of staff, equivalent to approximately 2 cycle spaces being required (assuming a total of 10 staff employed).
- 3.19 Sufficient cycle parking provision will be provided within the site's curtilage to accommodate at least 2 cycle parking spaces, in accordance with WBC's parking standards.

Delivery and Servicing

- 3.20 All delivery and servicing activity is currently undertaken on-street from Elm Lane for the existing dwelling and for most other dwellings fronting Elm Lane. These arrangements would not be subject to alteration following the proposed change of use and would remain as per the existing and well-established practices locally.

4 TRAFFIC GENERATION AND IMPACT

- 4.1 A traffic generation exercise has been undertaken to understand the impact the proposed residential development could have on the operation of the local highway network.

Existing Trip Generation

- 4.2 The site currently comprises a 4-bedroom detached dwelling. In order to establish the traffic generation potential associated with the existing dwelling, the TRICS database has been interrogated for comparable sites (houses), with particular regard to their location and the following parameters:

- i. Use Class: C3 (Residential);
- ii. Sub Class: Private Houses;
- iii. Number of Bedrooms: 3-5;
- iv. Population Within 1 Mile: 10,001-50,000;
- v. Population Within 5 Miles: 125,001+;

- 4.3 Full TRICS outputs are attached hereto at **Appendix C**, whilst the peak hour and daily trip generation for one house is summarised in **Figure 4**.

Time Period	Arrivals	Departures	Two-way
AM Peak Hour (08:00-09:00)	0	1	1
PM Peak Hour (17:00-18:00)	1	0	1
Daily Traffic	3	3	6

Figure 4 Existing Trip Generation

- 4.4 As shown in **Figure 4**, the existing dwelling is anticipated to generate 1 two-way vehicle movement in each peak hour, and a total of 6 two-way vehicle movements over the course of a typical day.

Proposed Trip Generation

- 4.5 In order to understand the potential traffic generation associated with the proposed development, the TRICS database has been interrogated for comparable sites. However, given the unique nature and operation of the Kennet Care facility, many of the TRICS sites are not considered comparable to that of the proposed use. As such, a first principles assessment has been undertaken to establish the anticipated traffic generation for the proposed use based on the information obtained by the operator.

- 4.6 As previously mentioned, the site is anticipated to home 4 children who would reside at the site all year round. Some children would travel off-site for educational needs to nearby schools or other educational facilities on a day to day, however all children would be taken by staff in cars or use public transport. Due to their differing needs, most children attend schools on a reduced timetabling and therefore attend school late morning and return in the afternoon, i.e. outside of the traditional peak hour periods. For the purposes of this assessment, it is assumed that 3 children travel by car and one via public transport, given the range of services available locally and this is consistent with other Kennet Care facilities in practice.

- 4.7 With respect to staff, based on the shift schedule laid out in **Section 1** and **Section 3**, most staff working between the hours of 07:00-15:00 are likely to arrive between the hours of 6-7am, i.e. a one hour window prior to their scheduled shift start time, and this is likely to be consistent for most staff members across the different shift patterns. The analysis in Section 3 would also suggest that two or three of these staff members would travel sustainably or by car sharing, for example.

- 4.8 As such, up to 3 vehicle arrivals could occur between 06:00-07:00 before the start of the first shift, and up to 3 vehicle departures between 15:00-16:00 upon the end of the first shift.

- 4.9 The afternoon / evening shift covers the hours of 14:00-22:00 and would require 2 staff on-duty, producing a maximum of 2 vehicle arrivals between 13:00-14:00, and 2 vehicle departures between 22:00-23:00 hours.

- 4.10 For the overnight shift, 2 staff members would be required on-site for the sleep in shift, which covers the nighttime period (21:00-07:00 hours), therefore producing a maximum number of vehicle trips of 2 arrivals between 20:00-21:00 hours, and 2 departures between 07:00-08:00 hours.

4.11 It is anticipated that the site would also generate some additional trips throughout the day to carry out daily operational tasks (e.g. lunch breaks, daily outings for the children, shopping, maintenance etc.), in addition to the off-site trips to nearby education. This would be similar in nature to that of a typical residential household, and each movement would generally occur outside of the traditional peak hour periods (08:00-09:00 and 17:00-18:00). Whilst many of these tasks would be undertaken by active modes, such as walking to the local shop or local recreational ground for example, an element of car use has been allowed for, for robustness. It is anticipated that this could account for up to 3 arrivals and 3 departures across a day by cars as a worst case.

4.12 On the basis of the above first principles assessment, it is not likely that the proposed use would generate any material traffic during either of the traditional morning or evening peak hour periods (i.e. 8-9am or 5-6pm), with most traffic occurring sporadically throughout the day time and evening periods to reflect the scheduled shift patterns.

4.13 **Figure 5** below presents the proposed trip generation for the site based on the above operation and analysis.

Time Period	Arrivals	Departures	Two-way
AM Peak Hour (08:00-09:00)	0	0	0
PM Peak Hour (17:00-18:00)	0	0	0
Daily Peak Hour (06:00-07:00 / 15:00-16:00)	4	4	8
Daily Traffic (07:00-19:00)	11	14	25
Daily Traffic (24 hours)	16	16	32

Figure 5 Proposed Trip Generation

4.14 As shown, it is anticipated that the site would generate minimal traffic during the traditional peak hours on the highway network which are considered the most sensitive to change. The proposed development is anticipated to generate a total of 32 two-way vehicle movements across a 24 hour period.

4.15 As discussed previously, the garage building would be used for training sessions however these sessions would be sporadic, i.e. less than once per month, and would be predominantly used by staff of the proposed facility, thereby offering no additional trips in this regard. Some staff would travel from other facilities for training although staff would travel in one company vehicle. As such, during days where training sessions do take place there could be up to two additional two-way vehicle movements per day, in addition to the assessment in **Figure 5**, which is not material.

4.16 The above traffic assessment is particularly robust in its approach given that the morning/afternoon shift would require between 2-6 members of staff and so the vehicle trips would be particularly reduced at times where less than 6 staff members are required for a shift, for example.

Net Traffic Impact

- 4.17 Using the existing and proposed trip generation numbers shown in **Figures 4 and 5**, the total net traffic impact has been calculated and is shown in **Figure 6**.
- 4.18 For clarification, the daily net traffic impact below has been assessed for a 12 hour period in order to allow for an accurate net impact assessment to be made against the existing site using comparable TRICS data which covers a 12 hour period only.

Time Period	Arrivals	Departures	Two-way
AM Peak Hour (08:00-09:00)	0	-1	-1
PM Peak Hour (17:00-18:00)	-1	0	-1
Daily Traffic (12 hours - 07:00-19:00)	+8	+11	+19

Figure 6 Net Impact Assessment

- 4.19 **Figure 6** demonstrates that the site would generate a reduction in traffic onto the local highway network during both peak hours and an increase of 19 two-way vehicle movements across a typical 12 hour weekday period. Again, it is important to note that this would be a worst case traffic impact since it assumes the maximum number of staff are required for each shift and given that less than 6 staff may be required from one shift to the next.
- 4.20 The proposed use would generate a low level of additional traffic overnight i.e. between 7pm-7am to reflect staff shifts, however this is a negligible increase in traffic and would not offer a detrimental impact on the operation of the highway network, given that traffic volumes are significantly reduced on the highway network at these times.
- 4.21 It is therefore evident that the proposed change of use would not offer any material impact to the surrounding highway network and certainly not any impact considered 'severe' when assessed against the NPPF.

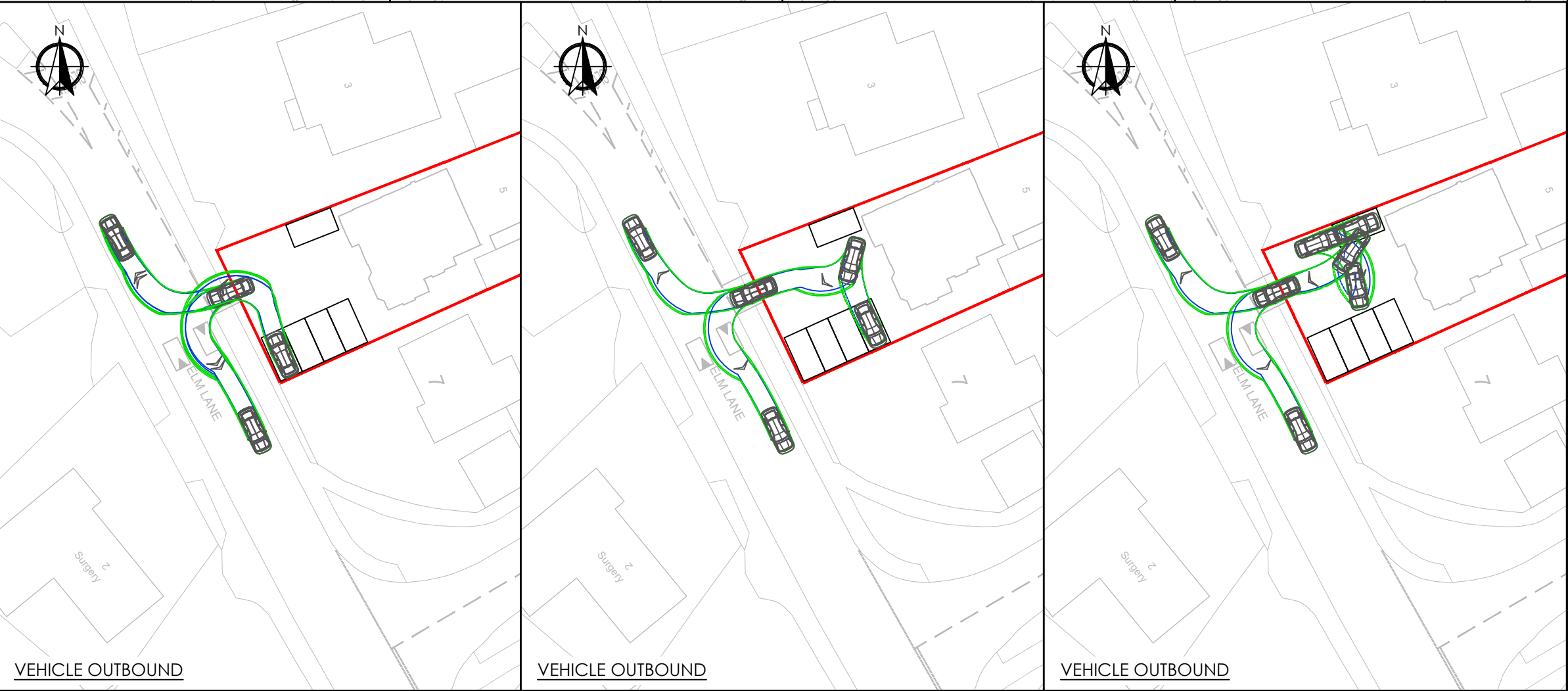
5 CONCLUSION

5.1 This Transport Technical Note has considered the transport implications of the proposed change of use from residential (C3) to children's home (C2) at 5 Elm Lane, Earley, Wokingham. RGP make the following conclusions:

- i. The site is conveniently located in close proximity to a number of public transport services and amenities, which could be reached on foot and cater for many journeys to / from the site. Similarly, the numerous public transport services facilitate travel further afield into Reading town centre, for example, offering realistic opportunities for some journeys to be made by sustainable modes;
- ii. The existing access arrangements would remain unchanged following the proposed change of use, affording good visibility in both direction for emerging drivers;
- iii. The development proposals would provide capacity to accommodate car parking for 5 vehicles, in accordance with Wokingham's Local Plan and the anticipated demand for parking at the site. Sufficient cycle parking would also be provided within the site's curtilage;
- iv. The existing delivery and servicing arrangements would remain unchanged following the development proposals. A refuse vehicle would simply service the site on-street along Elm Lane, before continuing its journey; and
- v. The proposed development would likely offer a reduction in traffic during peak hours which are considered the most sensitive to change. The proposed change of use would offer a slight increase in traffic across a typical 12 hour weekday period, although the increase in trips would be sporadic across the day to reflect the relative shift patterns of staff and the type of use proposed. This is a negligible increase in traffic and would not offer a significant impact on the local highway network.

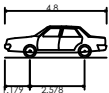
5.2 As a result of the data and evidence presented within this Transport Technical Note, WBC, as local highway authority, is respectfully requested to confirm that the development proposals are satisfactory on highway grounds.

DRAWINGS



- Notes:
- Do not scale from this drawing.
 - All dimensions are in metres unless noted otherwise.
 - All levels are in metres above ordnance datum (AOD).
 - This drawing should be printed in colour.
 - This drawing is to be read in conjunction with all other engineer's drawings.

SITE BOUNDARY



Standard Car (4.8m)
Overall Length 4.800m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to kerb Turning Radius 5.100m

P02	SWEPT PATHS AMENDED	23.10.25	DH	WT	WT
P01	FIRST ISSUE	30.09.25	DH	WT	WT
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: INFORMATION

Client:
Kennet Care Ltd

Project:
5 Elm Lane,
Earley, Wokingham

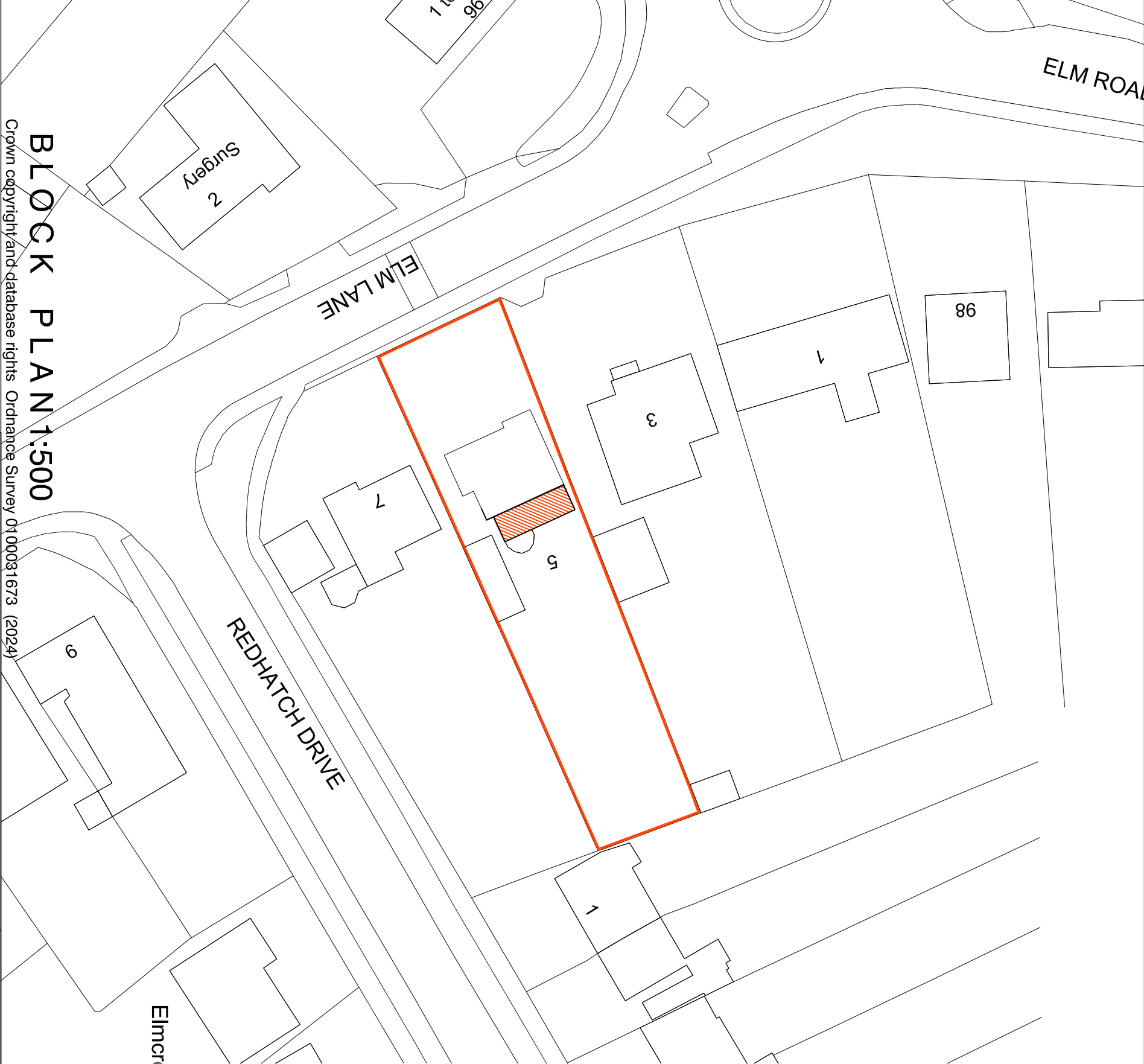
Drawing Title:
Swept Path Analysis
- Standard Car

Scale @ A3: 1:500	Date: 30.09.25	Drawn: DH	Designed: WT	Checked: WT	Approved: WT
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Project No: 8819	Drawing No: ELM-RGP-XX-XX-DR-T-001	Revision: P02
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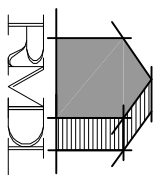


APPENDIX A

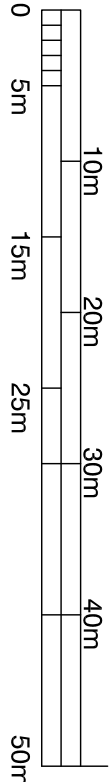


BLOCK PLAN 1:500

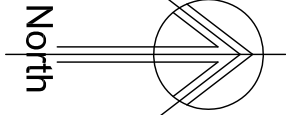
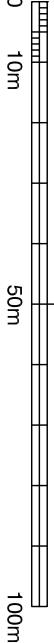
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RAMMURTI DESIGN LTD
ARCHITECTURAL & PLANNING SERVICES
268 TILFURST Lane, READING RG30 2NE
TEL/FAX: 01189510628 MOB: 07799883574



LOCATION PLAN 1:1250

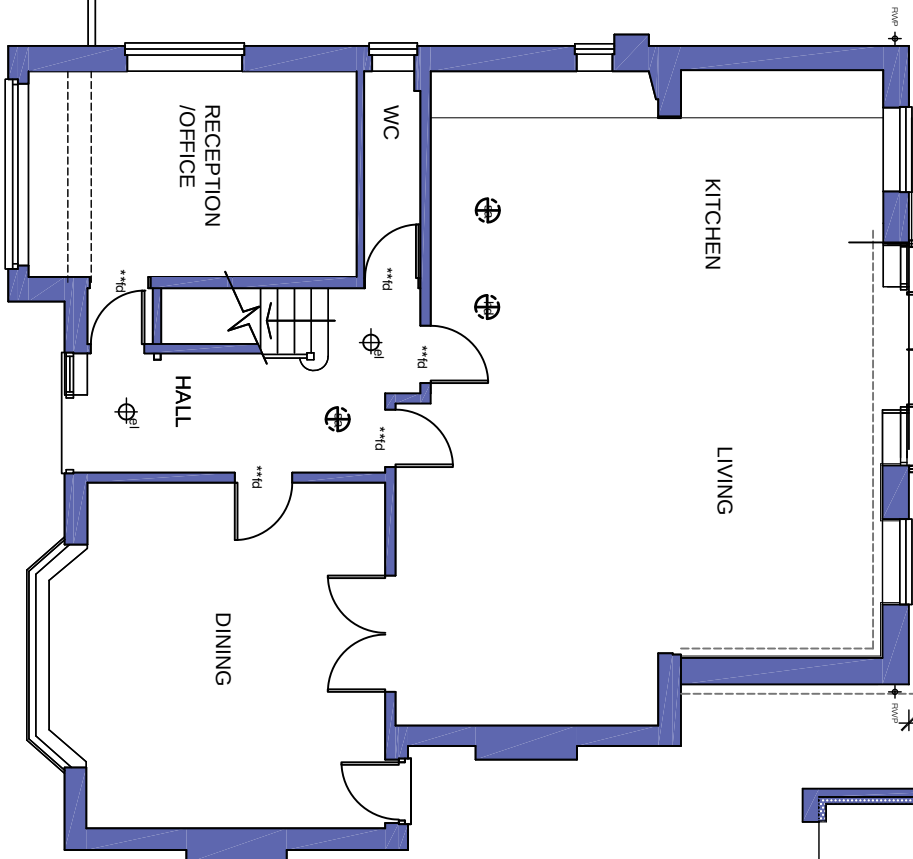
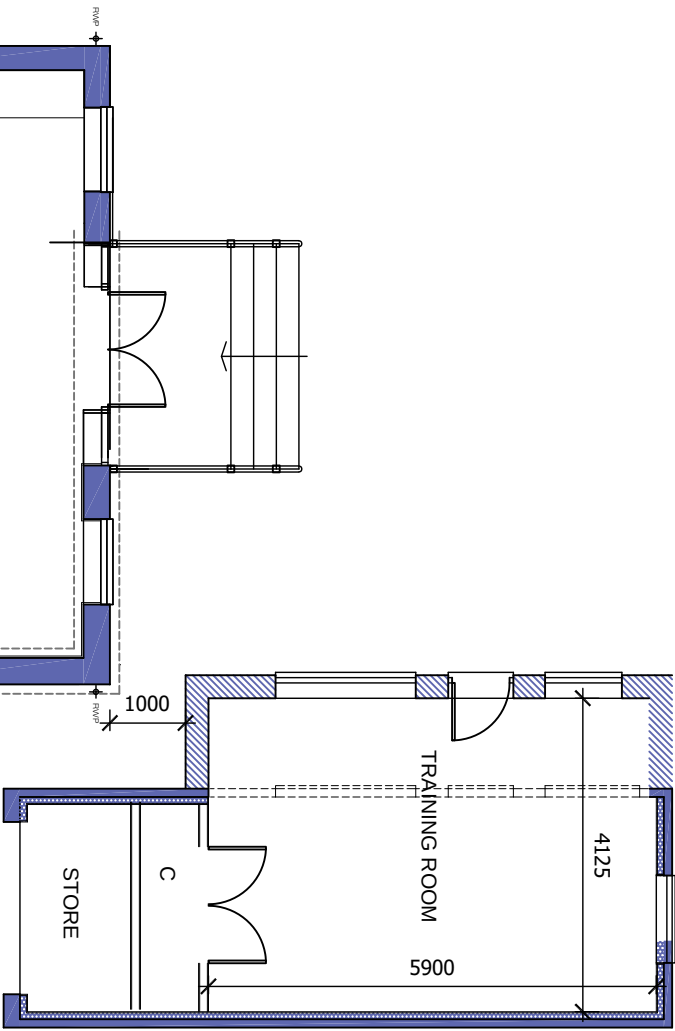


BLOCK & LOCATION PLANS

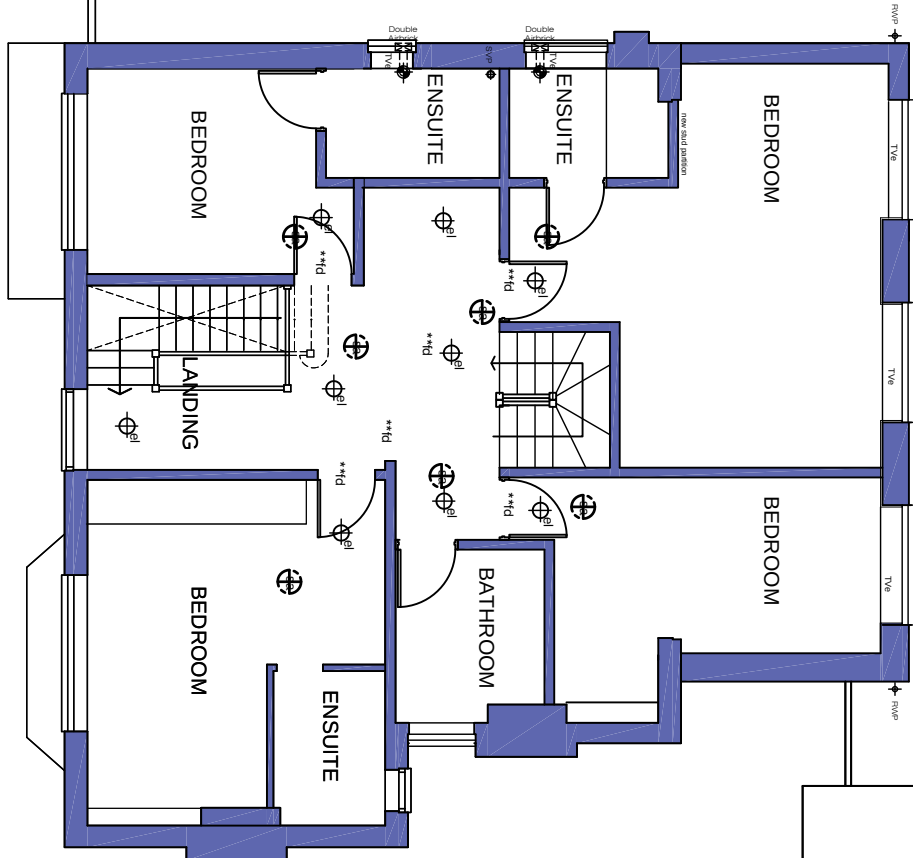
Proposed demolition of conservatory and addition of double storey rear extension followin approval of loft conversion with "hip" to "gable" extensions, with the addition of roof windows to front and rear elevations of existing dwelling (Planning reference 242600) at 5, Elm Lane, Earley Reading for Kennet Investments Ltd

Scale: as shown
Date: September 2024

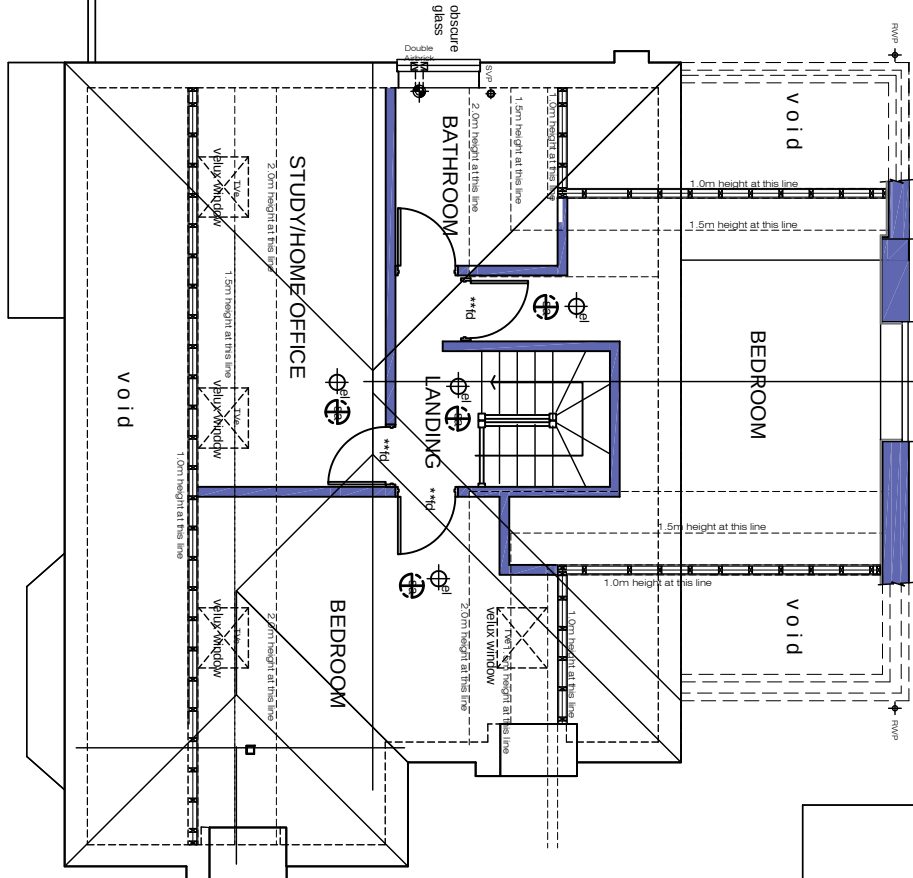
EL05:101 Rev -



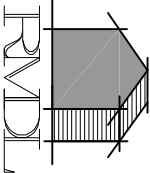
Ground Floor Plan



First Floor Plan



Roof Floor Plan



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Proposed change of use of existing dwelling to care facility with conversion and side extension of the existing garage for use ancillary to the new use

at 5, Elm Lane, Earley Reading
for Kennet Investments Ltd

PROPOSED FLOOR PLANS

Scale: as shown
Date: September 2025

EL05:502 Rev -

APPENDIX B



Validated Data

Crash Date: Sunday, September 19, 2021
Highest Injury Severity: Serious
Highway Authority: Wokingham
Local Authority: Wokingham
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: Footbridge or subway
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

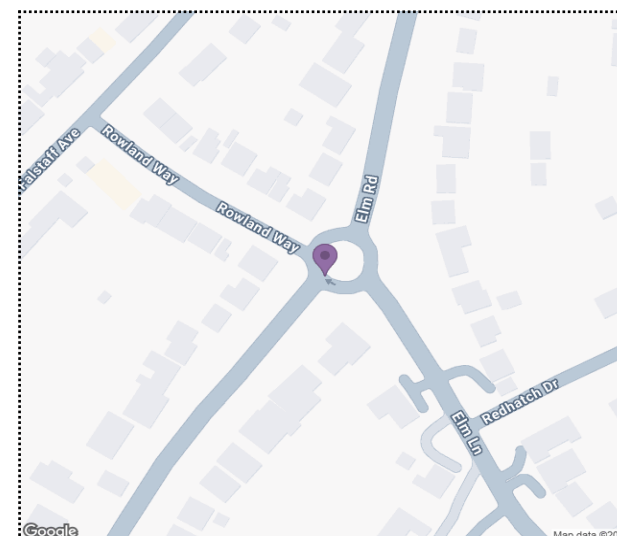
Time of Crash: 00:08:00
Road Number: U

Crash Reference: 2021430421884

Casualties: 1

Vehicles: 1

OS Grid Reference: 473753 170839



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, September 19, 2021

Time of Crash:

00:08:00

Crash Reference: 2021430421884

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle A over 50cc and up to 125cc (1999 onwards)	6	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

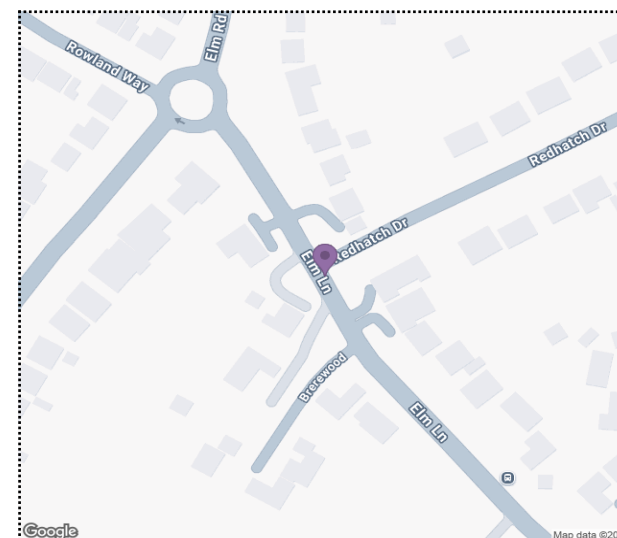
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Friday, November 17, 2023	Time of Crash:	09:18:00	Crash Reference:	2023430516886
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wokingham			Vehicles:	2
Local Authority:	Wokingham			OS Grid Reference:	473814 170772
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Friday, November 17, 2023

Time of Crash: 09:18:00

Crash Reference: 2023430516886

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	19	Male	56 - 65	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Motorcycle A over 50cc and up to 125cc (1999 onwards)	1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

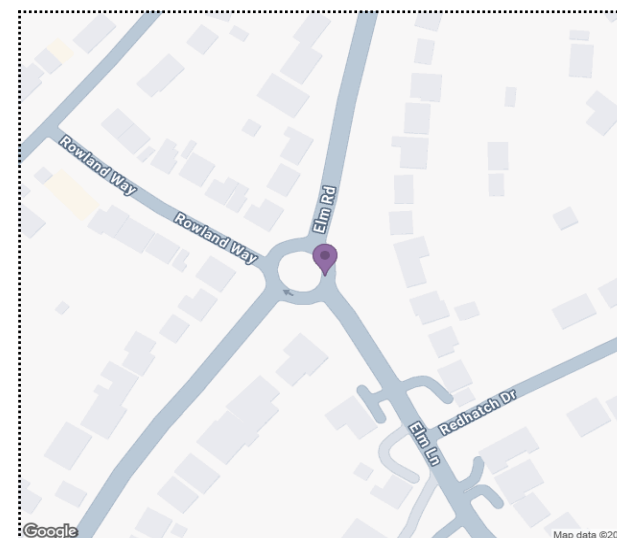
Highest Injury Severity: Slight
Highway Authority: Wokingham
Local Authority: Wokingham
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: B3350

Casualties: 3

Vehicles: 2

OS Grid Reference: 473771 170844



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	11	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Wall or fence
2	Car (excluding private hire cars 2005 onwards)	12	Male	36 - 45	Vehicle is in the act of turning right	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

APPENDIX C

Audit Code: 48f4a66f-4989-4a1e-a8cc-c2e4d7ae7330

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 day
	HF	HERTFORDSHIRE	1 day
	KC	KENT	1 day
03	SOUTH WEST		
	SD	SWINDON	1 day
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	0.19 to 4.23 (units:DWELLS)
Range Selected by User:	4 to 30 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Thursday	2 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	4 days
Suburban Area (PPS6 Out of Centre)	4 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	8 days
------------------	--------

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	6 days
Servicing vehicles Included	2 days

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Secondary Filtering Selection:

Use Class:

C3	8 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

800 - 5250

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	6 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys
Yes	2 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 48f4a66f-4989-4a1e-a8cc-c2e4d7ae7330

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	19	0.092	0.263	0.355
08:00-09:00	8	19	0.237	0.467	0.704
09:00-10:00	8	19	0.145	0.191	0.336
10:00-11:00	8	19	0.217	0.204	0.421
11:00-12:00	8	19	0.270	0.217	0.487
12:00-13:00	8	19	0.283	0.263	0.546
13:00-14:00	8	19	0.257	0.303	0.560
14:00-15:00	8	19	0.250	0.283	0.533
15:00-16:00	8	19	0.355	0.329	0.684
16:00-17:00	8	19	0.395	0.303	0.698
17:00-18:00	8	19	0.349	0.289	0.638
18:00-19:00	8	19	0.316	0.217	0.533
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.166	3.329	6.495

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 48f4a66f-4989-4a1e-a8cc-c2e4d7ae7330

Parameter Summary:

Trip rate parameter range selected:	4 - 30 (units: DWELLS)
Survey date date range:	22/09/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.