



Appendix A – Transport Note

Introduction

This Transport Note has been prepared in support of the full planning application for the extension and reconfiguration of Belamie Gables Care Home, 210 Hyde End Road, Spencers Wood (RG7 1DG). It should be read alongside the submitted Site Plan, swept-path drawings for fire tender, ambulance, staff vehicles and visitor vehicles and the Parking Strategy contained within the Planning Statement.

The purpose of this Note is to demonstrate compliance with Wokingham Borough Council's parking standards, Core Strategy Policy CP6, MDD Policy CC07, the Borough Design Guide SPD (Section 6 – Parking) and NPPF paragraphs 110–112.

Existing and Proposed Use

The site currently operates as a C2 residential care home providing 20 bedrooms. The proposal will deliver 27 high-quality en-suite bedrooms, supporting vulnerable elderly residents in a sustainable location within a defined settlement.

Staffing levels will be:

- Day staffing: 8–9 staff on site (approximately 8 FTE at peak)
- Night staffing: 3 staff on duty

These figures have been used to calculate parking requirements.

Parking Standards and Provision

Wokingham's parking standard for C2 use is:

- 1 space per 3 residents and
- 1 space per 1 FTE staff member

Required provision:

- Residents: $27 \div 3 = 9$ spaces
- Staff (FTE): 8 spaces
- Total required: 17 spaces

Provided on the submitted Site Plan:

- 17 marked vehicular spaces of 5.0m x 2.5m
- 4 x Disabled bays with proper 1.2m hatched safety margins
- 1 x Dedicated Ambulance / Delivery Bay located immediately by the front access
- 6m aisle widths throughout for safe manoeuvring
- Cycle parking is indicated on the submitted plans.
- EV charging provision

The provision therefore meets the numerical standard and the dimensional requirements of the Borough Design Guide SPD.

Swept Path Compliance

A full suite of swept-path drawings accompanies the application, including:

- Fire Tender Vehicle Tracking
- Ambulance Tracking
- Staff Vehicle Access/Egress
- Visitor Vehicle Access/Egress

These demonstrate:

- All vehicles can enter and exit in forward gear.
- The fire tender can reach within the 20m hose distance to principal entrances.
- Cars can turn using the designed circulation routes without overrunning soft landscaping.
- The dedicated ambulance bay allows direct access without obstructing staff or visitor bays.

The swept paths respond directly to the Planning Inspector's concerns in the previous appeal and meet WBC Highways' requirements for recognised tracking templates.

Trip Generation

Care homes generate very low traffic volumes, particularly as residents do not own cars. The principal vehicle movements relate to:

- Staff shift changes
- Medical professionals (mostly weekly GP rounds and ad hoc District Nurse visits)
- Family visitors
- Routine deliveries

The intensification from 20 to 27 beds represents a modest uplift in vehicle movements, almost entirely absorbed within the provided parking supply and management strategy.

No harmful impact on Hyde End Road traffic conditions or highway safety is anticipated.

Pedestrian and Sustainable Travel Measures

The proposal incorporates:

- A dedicated cycle parking area for staff
- EV charging infrastructure
- A staff travel plan (see Appendix B) promoting car sharing and active travel

A dedicated mobility scooter store with charging has not been included, given the non-town-centre location, local amenities and the resident profile at Belamie Gables, which is residential medium-needs rather than highly mobile or independently travelling residents. In the 12 years that Nadam Care Ltd T/A Belamie Gables Care Home has operated, no resident has required a mobility scooter, with local wheelchair-accessible taxi services consistently used where individual transport assistance is needed.

These measures accord with NPPF 112, encouraging sustainable transport choices.

Conclusion

This Transport Note confirms that:

- Parking provision meets WBC's numeric and dimensional standards
- Swept path analysis fully resolves the Inspector's previous concerns
- Emergency, delivery and refuse vehicles can safely manoeuvre
- The proposal complies with CP6, CC07, TB09, Borough Design Guide SPD Section 6, and NPPF 110–112

There are no highway or parking reasons why the development should not be approved.