



Hamilton Academy, 40 Christchurch Road,
Reading

TRANSPORT STATEMENT

October 2023

Acorn Education and Care Ltd

EDUCATION DEVELOPMENT
HAMILTON ACADEMY, 40 CHRISTCHURCH ROAD
READING

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
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EDUCATION DEVELOPMENT
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READING

TRANSPORT STATEMENT

Contents

1.	INTRODUCTION	2
2.	SITE LOCATION AND ACCESSIBILITY.....	4
3.	PROPOSED DEVELOPMENT	7
4.	TRIP GENERATION AND HIGHWAY IMPACT	10
5.	SUMMARY AND CONCLUSIONS.....	12

Figures

Figure 1 – Site Location

Figure 2 – Cycle Routes

Figure 3 – PIA Data

Tables

Table 1 – Former School Trips

Table 2 – Proposed School Trips

Table 3 – Net Impact Assessment

Appendices

Appendix A – Site Layout

Appendix B – Vehicle Tracking

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Acorn Education and Care Ltd to support a live planning application (reference number: 231025) which proposed the erection of a new single storey rear extension to serve as kitchen, recladding and upgrade of the existing single storey building, internal alterations and enhancements and upgrades to all hard and soft landscaping at Hamilton Academy, 40 Christchurch Road, Reading.
- 1.2 The proposals have now been altered to accommodate other consultee concerns such as the kitchen extension no longer being proposed. The site location is shown in **Figure 1**.

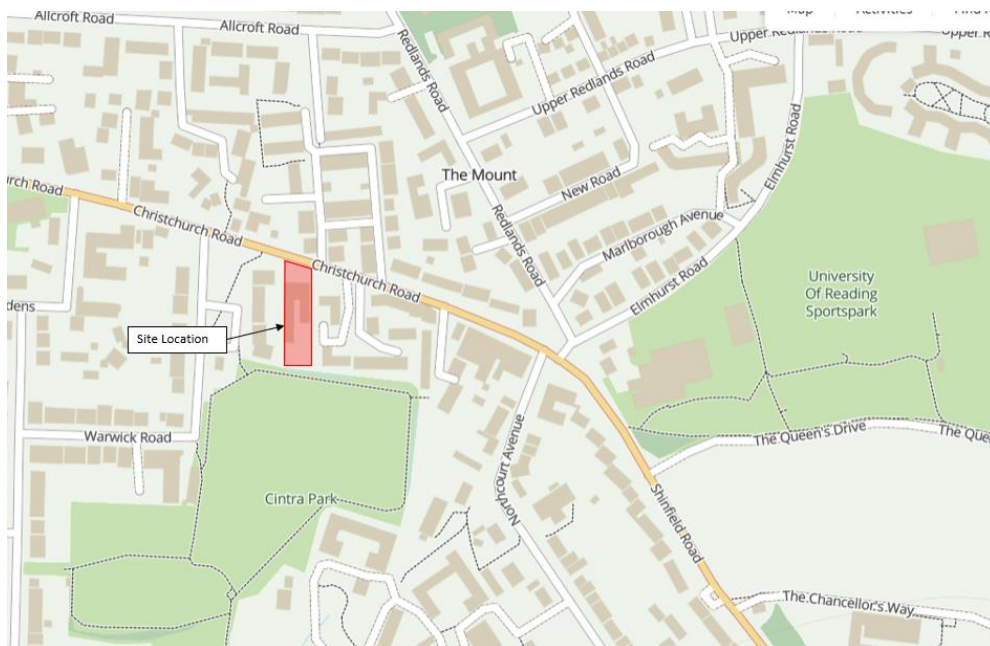


Figure 1: Site Location

- 1.3 The site was formerly known as Phoenix School (now Hamilton School), a 64-pupil school for children aged 11-18 with social, emotional and mental health difficulties. The proposed amendments are to accommodate the site becoming an Acorn Education School. This would provide a 60-pupil school for children aged 11-18 with complex needs. The proposed site would therefore provide a reduction in 4 pupils, for a similar school setting.

1.4 Highways comments on the live planning application have been received by Reading Borough Council's highways officer dated 10th August 2023 which requested that further information is provided on the development proposals (number of staff and pupils, catchment area), an assessment of parking provision (car and cycle parking as well as electric vehicle charging) and servicing arrangements. This TS has been prepared to address these comments and will confirm the following:

- Existing conditions and site accessibility, including existing/former pupil and staff numbers
- Review of Personal Injury Accident data
- Development proposals including pupil numbers, staff numbers, catchment areas and travel habits
- Confirmation of access arrangements
- Review of car parking and cycle parking relative to standards, including reference to electric vehicle charging
- Servicing and delivery information
- Trip generation and net impact assessment

2. SITE LOCATION AND ACCESSIBILITY

- 2.1 The application site is located approximately 2km south east of Reading City Centre and as previously identified comprises a former 64 pupil school building. The site fronts onto the A327 Christchurch Road and is accessed via an in/out arrangement. The site is bordered by residential properties to the east and west, Christchurch Road to the north and FC Whitley Wood to the south.

Christchurch Road (A327)

- 2.2 The existing site is accessed via Christchurch Road, which forms a key route which provides connection to numerous residential areas, schools (including infant and junior schools) as well as the wider highway network including the M4, the A33 and the A329.
- 2.3 Christchurch Road is subject to a 30mph speed limit in the site vicinity with the carriageway measuring c.7m in width. Footways are provided on both sides of Christchurch Road which measure c.2m in width. Dropped kerbs are provided along the footways to assist with the safe crossing of pedestrians when travelling east and west. To support the safe crossing of pedestrians across Christchurch Road two signalised pedestrian crossings are provided, one c.230m to the east and the other c.150m to the west of the site access.
- 2.4 The site neighbours other local schools including The Abbey Junior and Infant Schools, SOTA and Parenting Special Children (a school for children with special needs) and as such school signage is provided along Christchurch Road in the vicinity of the western signalised crossing (c.150m west) to indicate that school children are crossing the carriageway.

Local Cycle Network

- 2.5 Given the nature of the proposed school, the applicant has confirmed that it is unlikely that pupils would be cycling independently. However, it would be possible for members of staff/visitors to travel by bicycle. Christchurch Road forms part of Reading Borough Council's cycle route R21. Cyclists are encouraged to cycle on the carriageway with cycle markings provided at frequent intervals along the carriageway of Christchurch Road to indicate to vehicles that cyclists will be present on the carriageway. Cycle route R21 connects into Reading City Centre, other local and national cycle routes and numerous residential areas. It is therefore considered attractive for staff, visitors and able students to cycle.
- 2.6 The location of R21 and its connectivity to other cycle routes is shown in **Figure 2**.

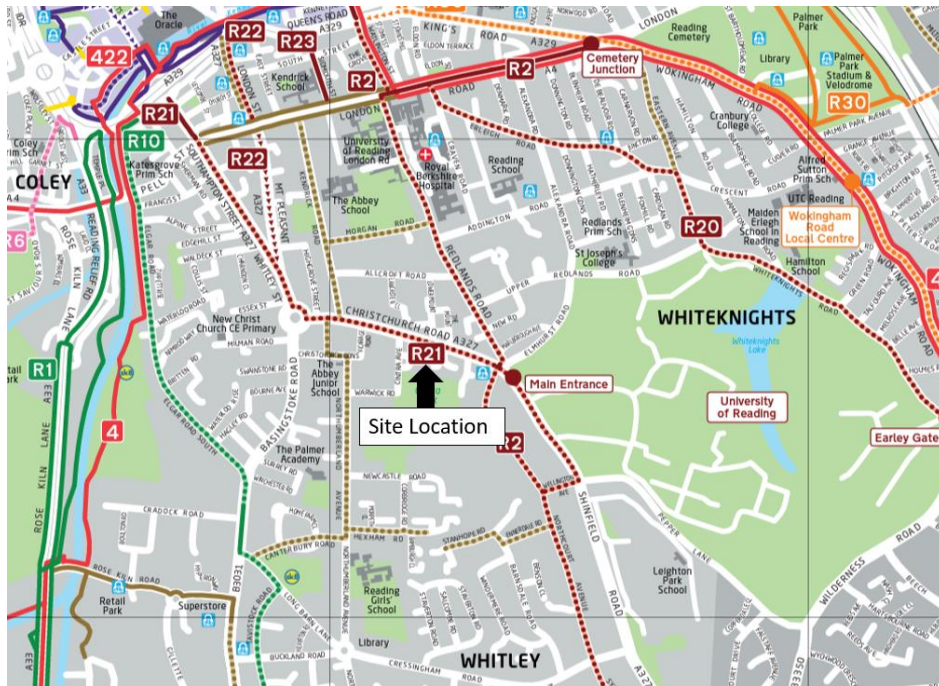


Figure 2: Cycle Routes

Local Public Transport Network

- 2.7 The closest bus stops to the site are located to the east, with the westbound bus stop accessible in a 2.5 minute walk and the eastbound bus stop accessible in a 2 minute walk of the site entrance. The applicant has confirmed that given the needs of pupils it is likely that a limited number of pupils would be able to travel by public transport. However, the site is well located to support travel by public transport for pupils (if able) and staff/visitors.
- 2.8 From the bus stops on Christchurch Road the number 81 and 21 Claret bus services are accessible. The 21 Claret bus service operates from Reading Station to Lower Earley Monday to Sunday (between 04:00-03:27). Services run approximately every 20 minutes Monday to Sunday. The number 81 bus service is a school service which operates between Caversham Heights and Bulmershe School. This service operates in the morning Monday to Friday (during term time only).
- 2.9 Given the times of local bus services it would therefore be possible for staff members to travel by bus. There is no immediate train station accessible within the site vicinity however, Reading Train Station can be accessed via a 6 minute bus journey on the Number 21 Claret bus service from the bus stops on Christchurch Road.

Site Accessibility

- 2.10 The former school site is considered well located to residential properties and areas within Reading where staff members and pupils would likely live. This encourages the use of sustainable travel modes such as walking and cycling where possible (depending on the ability of pupils). In addition to this the site benefits from access to a regular bus service which operates approximately every 20 minutes across the day which could be utilised by staff/able pupils when travelling to/from the site. This bus service operates within the local area and also provides access into Reading City Centre where further services are accessible.
- 2.11 The site location is considered to be acceptable given the former use of the site as a school for children with complex needs and that Christchurch Road also provides access to other schools in the vicinity of the site. Travel patterns with the former school were therefore likely to be similar to those proposed.

Personal Injury Accident Data

- 2.12 To understand the highway safety conditions on the local road network Personal Injury Accident (PIA) data has been obtained for the most recent 3 year period (2019-2021) using CrashMap. This indicates that there have been no accidents in the vicinity of the existing site access (see **Figure 3**). While there has been one serious accident c.80m to the west and three slight and one serious accident occurring c.140m to the east this is not considered to suggest an existing highway safety concern given the nature and likely high vehicle flows of Christchurch Road. It is therefore not considered that the proposed school would create a highway safety concern particularly given the former school was in operation on this site until February 2022.

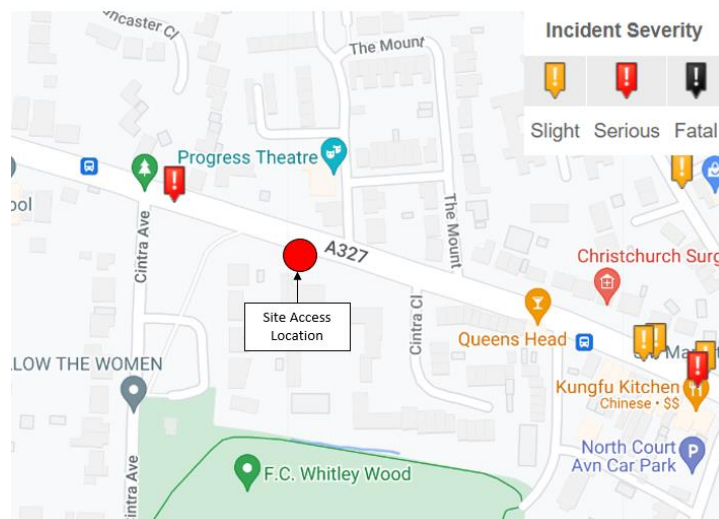


Figure 3: PIA Data

3. PROPOSED DEVELOPMENT

- 3.1 The application proposes an upgrade of the existing single storey building, internal alterations and enhancements and upgrades to all hard and soft landscaping. The application site will still remain as a school for children with complex needs between the ages of 11 and 18. The site proposals are provided in **Appendix A**.
- 3.2 The site would provide a 60-pupil school for children with behavioural, emotional, social or learning needs, or a combination of them. Given that the proposed school is special provision there is no catchment area. This will be the same as the former 64 pupil school which occupied the site, which also provided education for children with complex needs.
- 3.3 To understand the operation of the proposed school information has been obtained from the applicant. This information has been based on the applicant's knowledge from operating other Acorn School facilities across the country. It is anticipated that the proposed school would have 30 full time staff and 10 part time staff (or 4 Full Time Equivalent). Full time staff are anticipated to arrive on-site at 08:30 and leave at 16:30. Throughout the day the client has confirmed that 10 members of staff would be accompanying pupils in an activity off site in addition to 5 catering staff who would be on-site between 11:30-14:00.
- 3.4 Given the nature of the school, like the former site, the majority of pupils will arrive to site in private vehicle or collectively via school minibus/school vehicle. While some pupils may be able to walk to the site/arrive by bus this will be the minority. It is not anticipated that any students would cycle given the nature of the school.

Access Arrangements

- 3.5 Access into the site would remain from Christchurch Road, via the existing in/out arrangement. No changes are proposed to the existing access arrangements. This application does however propose amendments to the existing parking area to provide a more formalised arrangement as shown in **Appendix A**.
- 3.6 As demonstrated in **Section 4**, the proposed development would provide a reduction in vehicle trips when compared to the former 64 pupil school site, as expected given the modest reduction in pupillage. The existing access arrangements are therefore considered to be acceptable.

Parking Provision

- 3.7 As confirmed within the highways officer's comments (dated 10th August) the site sits within Zone 2 of Reading Borough Council's Revised Parking Standards and Design Supplementary Planning Document. For secondary schools the maximum standards suggest a provision of one car parking space per 2 full time members of staff.
- 3.8 The site would provide a total of 30 full time staff and 4 full time equivalent staff. With the parking standards in mind the site would provide a total of 17 parking spaces. 12 spaces are provided to the front of the building and 5 towards the middle of the site on the eastern boundary. This ensures that all staff members can be accommodated.
- 3.9 In addition to the 17 parking spaces proposed, a drop off/pick up bay is also proposed outside the site entrance. This has capacity to accommodate two vehicles dropping off/picking up students. This provides a formal arrangement in comparison to the existing site which does not benefit from such an arrangement.
- 3.10 Tracking of the proposed parking spaces and drop off/pick up bay is provided in **Appendix B**.
- 3.11 In terms of electric vehicle parking the proposed development would provide 2 electric vehicle charging spaces (10%) in line with the Reading Local Plan (November 2019, Policy TR5).

Cycle Parking Provision

- 3.12 Reading Borough Council's Revised Parking Standards and Design Supplementary Planning Document identified cycle parking standards for secondary school developments. This suggests a minimum cycle parking provision of 10% of building users (FTE staff and students) up to 500. The site would provide a total of 94 users (34 FTE staff and 60 pupils).
- 3.13 However, the client has confirmed that given the nature of the site and needs of pupils, it is not anticipated that any pupils would cycle independently. In this case it would therefore not be practical to provide cycle parking for pupils. However, cycling will continue to be encouraged by staff members and on this basis 10 cycle parking spaces would be provided for staff.
- 3.14 The proposed spaces would be provided in a cycle shed to the rear of the car park (see **Appendix A**).

Servicing and Delivery Arrangements

- 3.15 It is proposed that refuse collection would remain as per the existing arrangement.
- 3.16 A fire tender is able to enter and egress the site in a forward gear. Tracking has been undertaken of a fire tender and is shown in **Appendix B**.
- 3.17 In addition, a number of deliveries are anticipated to access the site. This includes a food delivery for school meals several times a week and an equipment and stationary delivery once a week (as a maximum). Tracking of a 7.5t box van has also been undertaken (see **Appendix B**), which confirms that this vehicle can access and egress the site.
- 3.18 It should be noted that the delivery and servicing requirements of the proposed site are likely to be similar if not the same to that of the former school and would take place outside the network peak periods.

4. TRIP GENERATION AND HIGHWAY IMPACT

- 4.1 To understand the impact of the proposed development it is important to understand the trips generated by the former/consented use vs the proposed development. The TRICS database does not provide any sites of a similar nature as the former/proposed school and therefore a first principles approach has been undertaken.

Former/Consented Use

- 4.2 As previously mentioned, the site was previously known as Pheonix School. The previous school had capacity for 64 pupils. The former school on-site has been relocated/rebranded and is in operation at a new site. A review of the school's website has been undertaken to confirm staff numbers given that capacity at the new school site remains at 64 pupils. The school website confirms a total of 32 staff (7 administrative, 13 support staff and 12 teaching staff). This does not include staff associated with lunch or kitchen facilities albeit these staff members would not travel to/from the site in the peak periods.
- 4.3 To provide a worst case scenario, it has been assumed that all staff travelled by car and all pupils would be dropped off/collected. The former school operated between 8:30-16:30 and as such it is not anticipated any pupil trips or staff trips would be generated in the traditional 17:00-18:00 PM peak, and therefore a network peak of 16:00-17:00 has been considered. The former schools trip generation is provided in **Table 1**.

	AM Peak (0800-0900)		End of School Peak (16:00-17:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	96	64	64	96
Total	160		160	

Table 1: Former School Trip Generation

- 4.4 As a worst case, the former school is anticipated to have generated 160 trips in the AM peak and 160 trips at the end of school peak (16:00-17:00).

Proposed Development

- 4.5 The proposed school would provide a total of 40 staff members and capacity of 60 pupils. Of the 40 staff, 5 catering staff would leave and depart from the site outside the AM and PM peaks. Again, it is assumed as a worst case that all staff and pupils would drive to school. The client has confirmed that staff would leave site at 16:30 and as such the proposed development is not anticipated to generate any traditional PM peak trips. The proposed developments trips are provided in **Table 2**.

	AM Peak (0800-0900)		End of School Peak (14:00-17:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	95	60	60	95
Total	155		155	

Table 2: Proposed Development Trips

- 4.6 As a worst case, the proposed school is anticipated to generate 155 trips in the AM peak and 155 trips at the end of school peak (16:00-17:00).

Net Impact Assessment and Highway Impact

- 4.7 A net impact assessment has been undertaken to compare the former school with the proposed development. The net impact assessment is provided in **Table 3** and indicates that the proposed development would result in a reduction in 5 trips in the AM peak and 5 trips in the school peak when compared to the former school which is associated with the reduced pupil numbers and associated reducing in staffing numbers.

	AM Peak (0800-0900)		End of School Peak (14:00-17:00)	
	Arrivals	Departures	Arrivals	Departures
Former 64 Pupil School	96	64	64	96
Proposed 60 Pupil School	95	60	60	95
Net Impact	-1	-4	-4	-1

Table 3: Net Impact Assessment

- 4.8 Given the above, it is not considered that the proposed development would have a severe impact on the surrounding highway network.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Assessment (TS) has been prepared by Paul Basham Associates on behalf of Acorn Education and Care Ltd to support the live planning application at Hamilton Academy.
- 5.2 Amendments are proposed to the existing school site, however, ultimately the site will remain an education use. The site will provide a 60 pupil Acorn education facility for children aged 11 to 18 with behavioural, emotional, social or learning needs, or a combination of them. Given that the site would provide a special educational needs school this has no associated catchment area. The school is anticipated to have 30 full time staff and 10 part time staff equating to 32 full time equivalent.
- 5.3 The site is located approximately 2km south east of Reading City Centre and as previously identified comprises a former 64 pupil school building. The site fronts onto the A327 Christchurch Road and is accessed via an existing in/out arrangement. The site benefits from access to good quality pedestrian and cycle structure as well as connection to regular bus services. It is therefore attractive for staff members and pupils (if able) to travel by sustainable modes.
- 5.4 No changes are proposed to the existing in/out access arrangement on Christchurch Road as part of the application. Changes are however proposed to the parking area to provide a more formalised arrangement.
- 5.5 In line with Reading Borough Council's maximum parking standards the site would provide 17 parking spaces. Two electric vehicle parking spaces (10%) are also proposed in line with TR5 of the Reading Local Plan.
- 5.6 While Reading Borough Council's parking standards indicate that cycle parking should be provided for pupils, given the complex needs of pupils the client has indicated that students would not cycle to site independently. As such no cycle parking is proposed for pupils. However, 10 cycle spaces for staff are proposed in excess of Reading Borough Council's parking standards.
- 5.7 All servicing would remain as per the existing site. The proposals would also generate a number of deliveries and tracking has therefore also been undertaken of a delivery vehicle to confirm this can as enter and exit the site in a forward gear. It should be noted that the servicing and delivery arrangements for the proposed development would be similar to that of the former school which did not result in operational, capacity or highway safety concerns.

- 5.8 A first principles approach has been used to confirm the number of trips generated by the proposals as a worst case assuming all pupils and staff drive. This suggests that the proposed school is anticipated to generate 155 vehicular trips in the AM peak and 155 vehicular trips at the end of school peak (16:00-17:00). No trips would be generated in the traditional network 17:00-18:00 PM peak based on the site's operating hours. When compared with the former school the proposed school is anticipated to result in a reduction of 5 trips in the AM peak and 5 trips in the school peak (16:00-17:00). This is associated with the reduction in pupil and thus staff numbers. It is not considered that the proposed development would have a severe impact on the surrounding highway network and therefore would not be contrary to NPPF para 111.
- 5.9 We would therefore recommend that Reading Borough Council look favourably on this application with regard to highways.

Appendix A

Notes
1. This drawing is the copyright of MH Architects Ltd
2. Do not scale this drawing except for Local Authority planning purposes
3. All dimensions must be checked on site by the contractor prior to commencement of the works.



A - Approved					
B - Approved with comments					
C - Do not use					
Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date
C01	Construction Issue	AH	26/09/23	HJG	26/09/23
C02	Kitchen Extension Removed and Parking Layouts Adjusted	AH	03/10/23	HJG	03/10/23

CHRISTCHURCH ROAD

57

38

1

1 to 3

4 to 6

7 to 9

10 to 12

Moreton Court

EI Sub Sta

15 to 13

18 to 16

19 to 21

22 to 24

Drain

- TARMAC - GREY
- TARMAC - FEATURE GREEN
- TARMAC - FEATURE CREAM
- NO DIG - GRAVEL SURFACE
- PAVING SLABS
- STEPS FORMED OF BRICK ON EDGE & PAVING
- EXISTING SURFACE
- TIMBER SLEEPERS
- PUBLIC PLANTING
- PRIVATE PLANTING
- PRIVATE GRASS
- ALLOTMENT GARDENS
- UNMAINTAINED SCRUB
- EXISTING TREES
- ROOT PROTECTION ZONE
- TREES REMOVED
- PROPOSED TREES

- (F1) NEW 3m HIGH MUGA FENCE
- (F2) NEW MIN. 2m HIGH HORIZONTAL TIMBER BATTEN (38x25mm) FENCE WITH TIMBER POSTS. HEIGHT TO FOLLOW LINE OF RAMP. BATTENS INSTALLED WITH SHADOW GAPS
- (F3) NEW 1.8m TIMBER GATE & FENCE POSTS
- (F4) NEW 2m TIMBER GATE
- (F5) NEW TIMBER PATH EDGING STRIPS
- (F6) NEW PAINTED ROAD MARKINGS



Client
ACORN EDUCATION & CARE LTD

Job title
**THE PHOENIX SCHOOL
40 CHRISTCHURCH ROAD
READING, RG2 7AY**

Drawing title
PROPOSED SITE PLAN

Drawn	Date		Checked		Date		Scale at A1	
AH	25/07/23		HJG		25/07/23		1:200	
Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
23-062	PHX	MHA	ZZ	ZZ	DR	A	0100	C02
Purpose of Issue								

Purpose of Issue
CONSTRUCTION

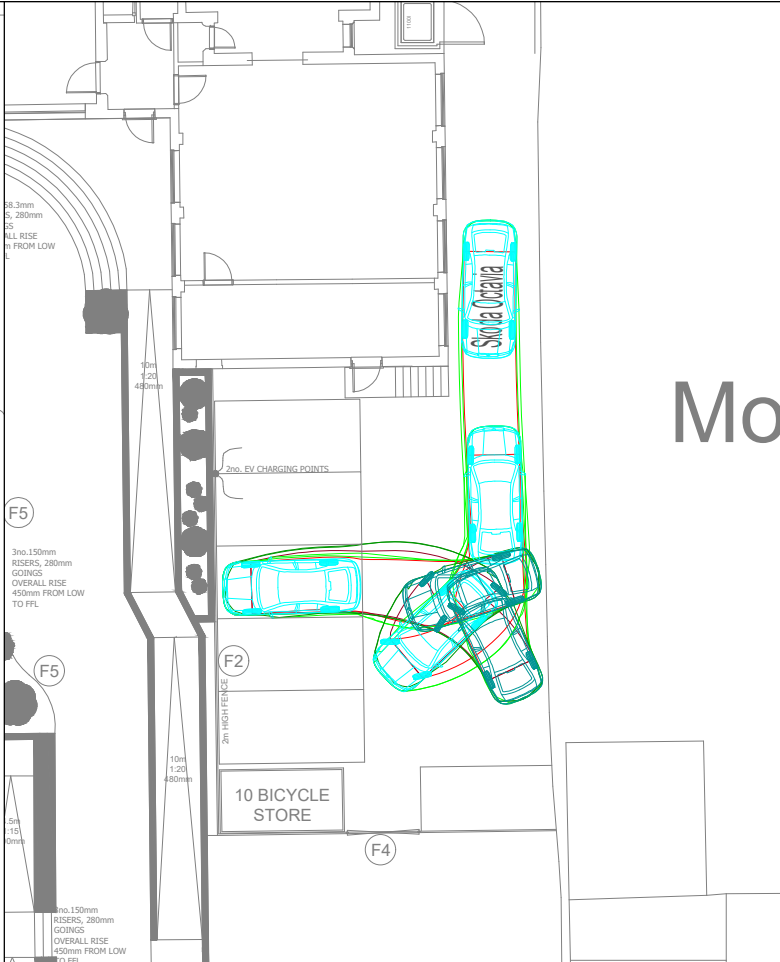
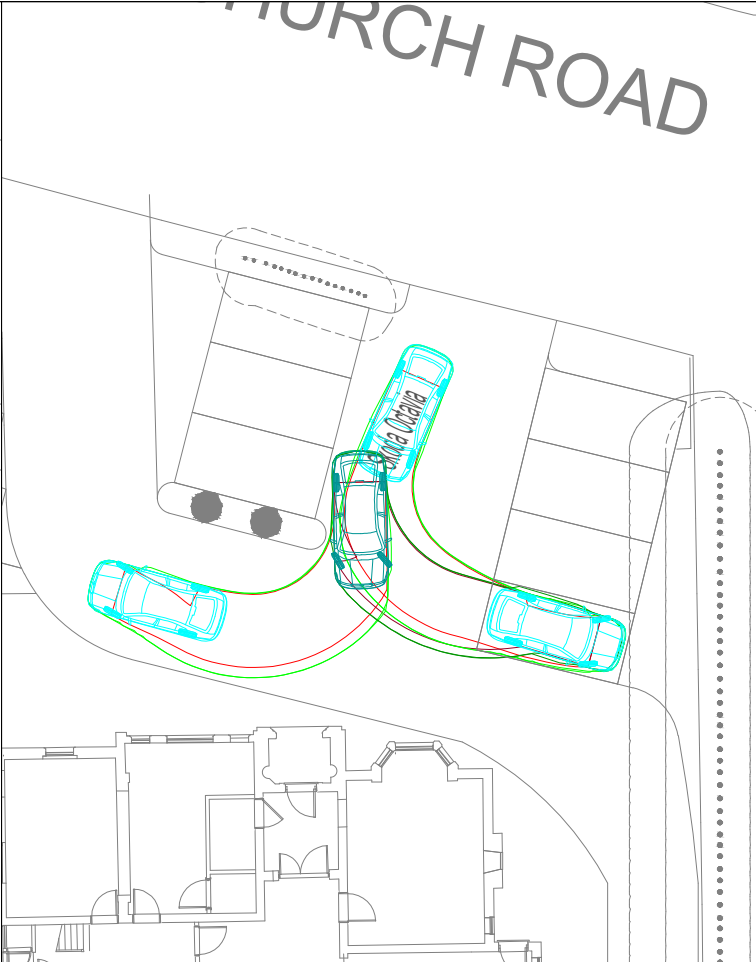
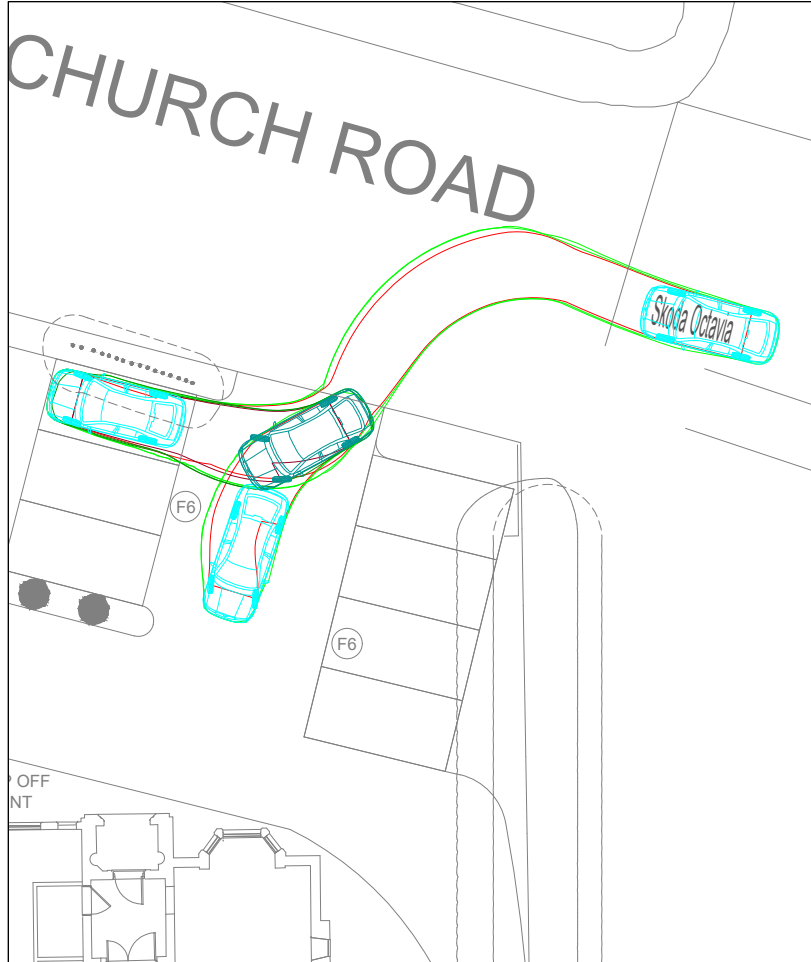
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Appendix B



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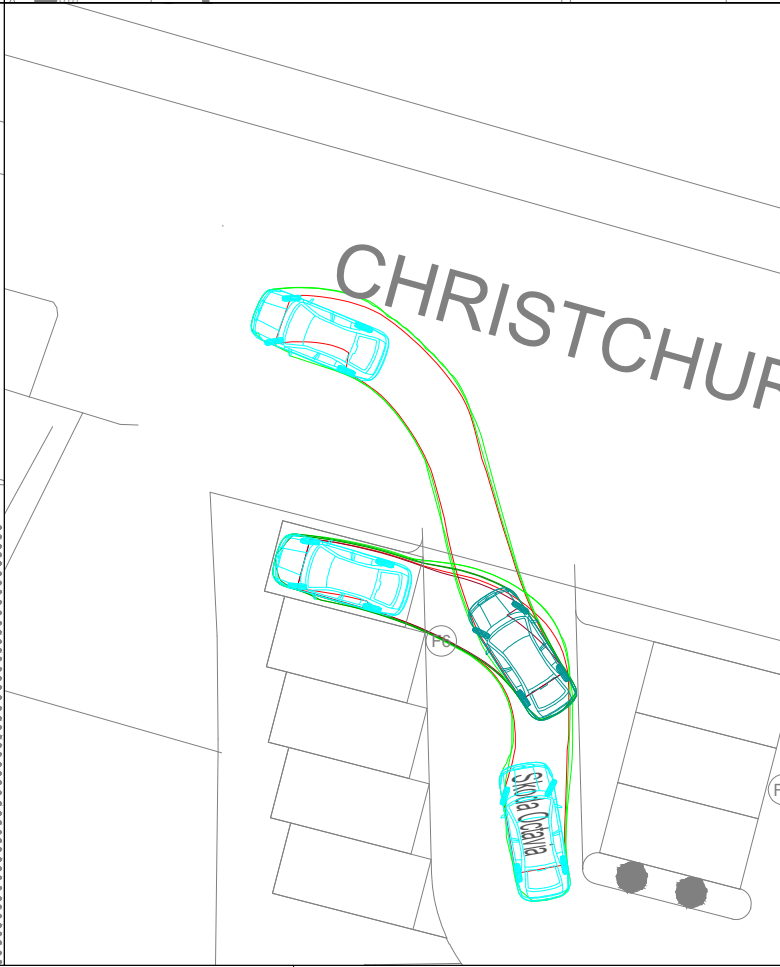
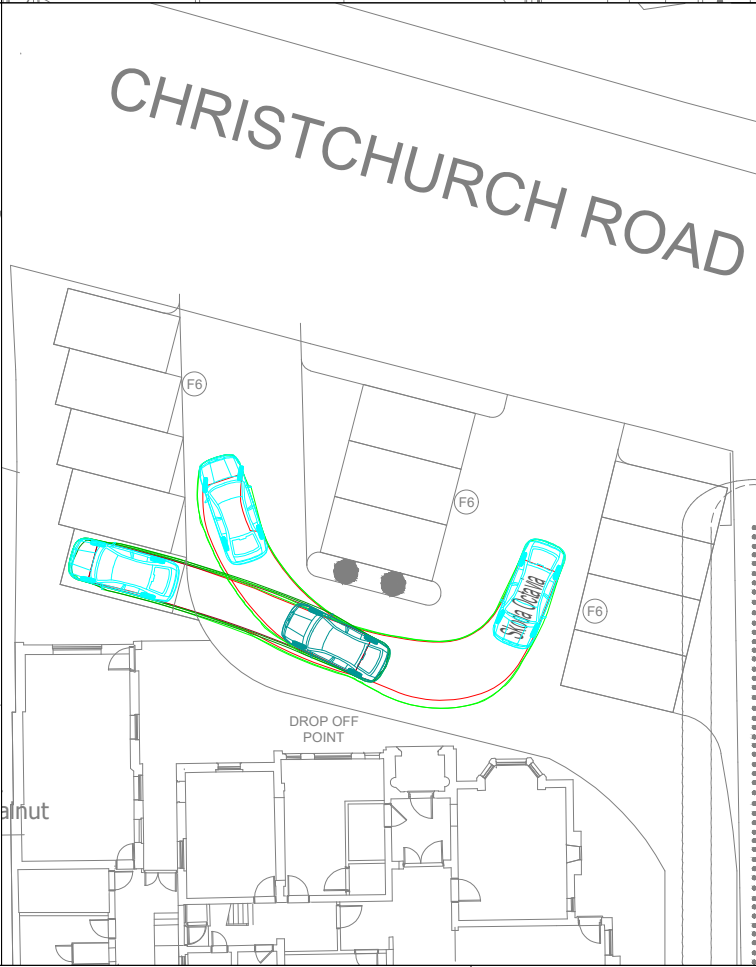
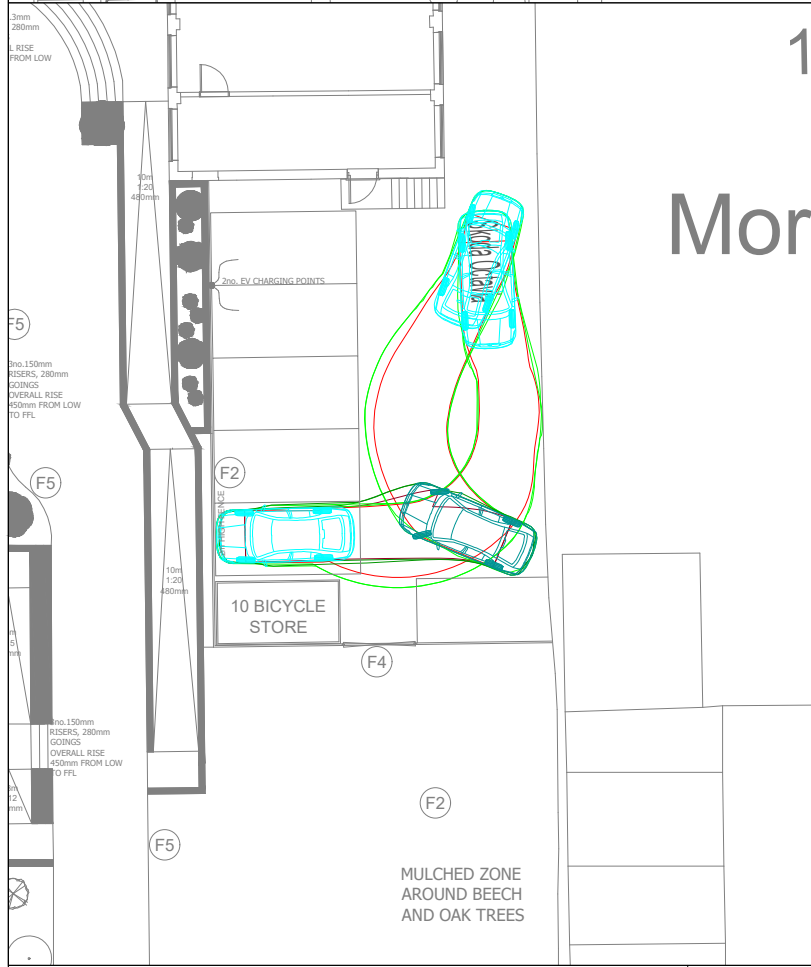
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VEHICLE PROFILE

Skoda Octavia
Overall Length 4.572m
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



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE



Project Name
HAMILTON ACADEMY,
40 CHRISTCHURCH ROAD, READING

Project Phase
PRELIMINARY

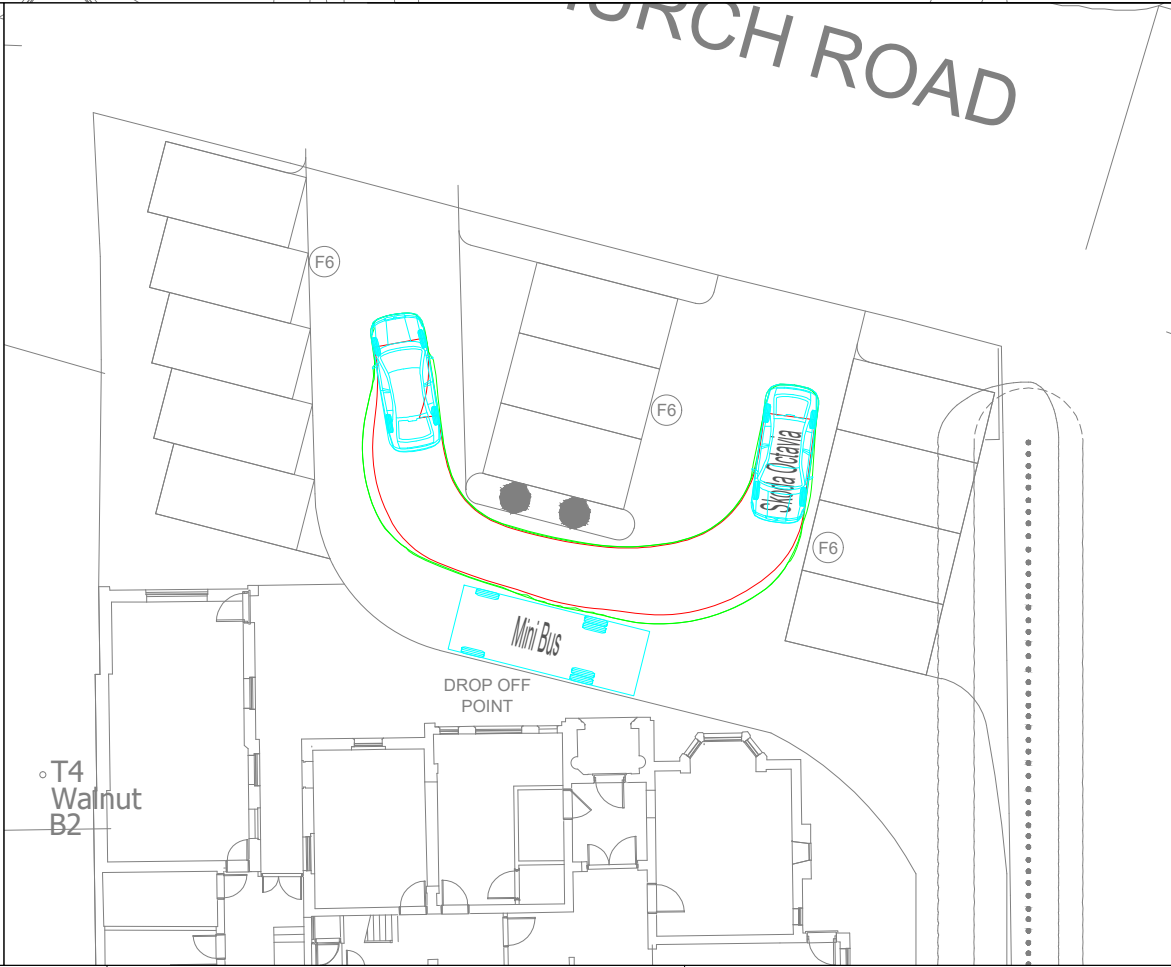
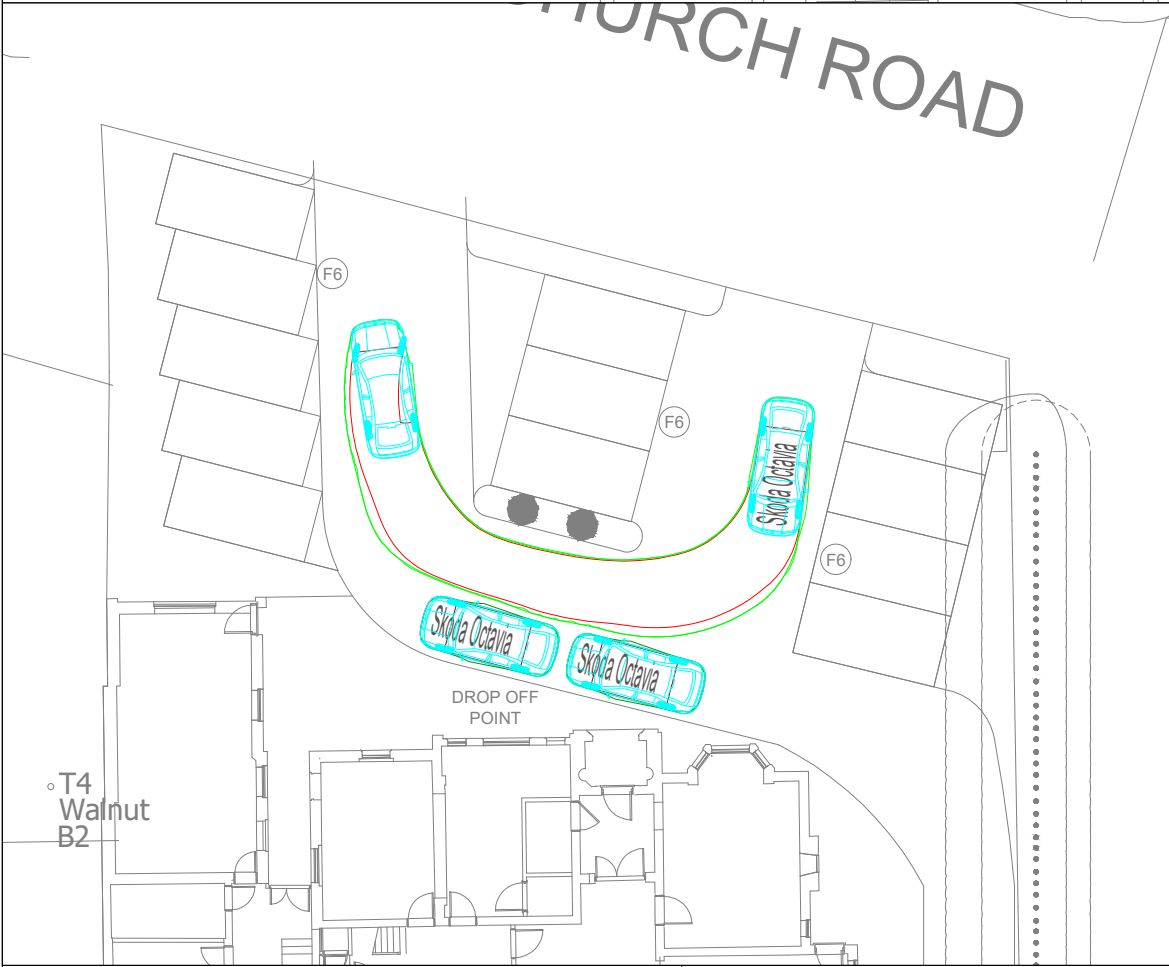
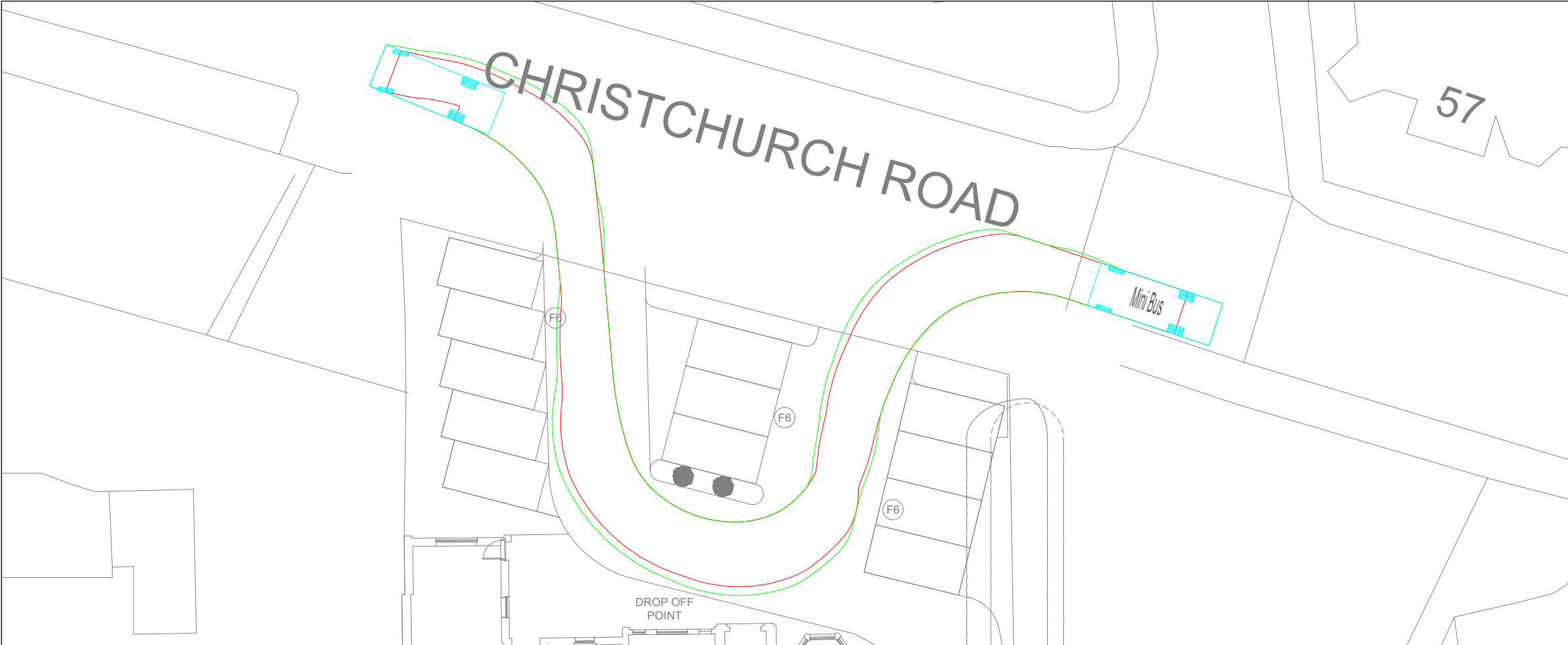
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Client
Acorn Education

P02	REVISED SITE LAYOUT	10.10.23	JAM	CAT
P01	FIRST ISSUE	08.09.23	SSN	JAM
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
08.09.23	SSN	JAM	-	
PBA Project Number		Scale	(AT A3)	
143.0027		1:250		
PBA Drawing No:			Revision	
143.0027-0001			P02	



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Skoda Octavia
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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

Mini Bus
Overall Length 6.330m
Overall Width 2.192m
Overall Body Height 2.601m
Min Body Ground Clearance 0.374m
Track Width 2.192m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.450m

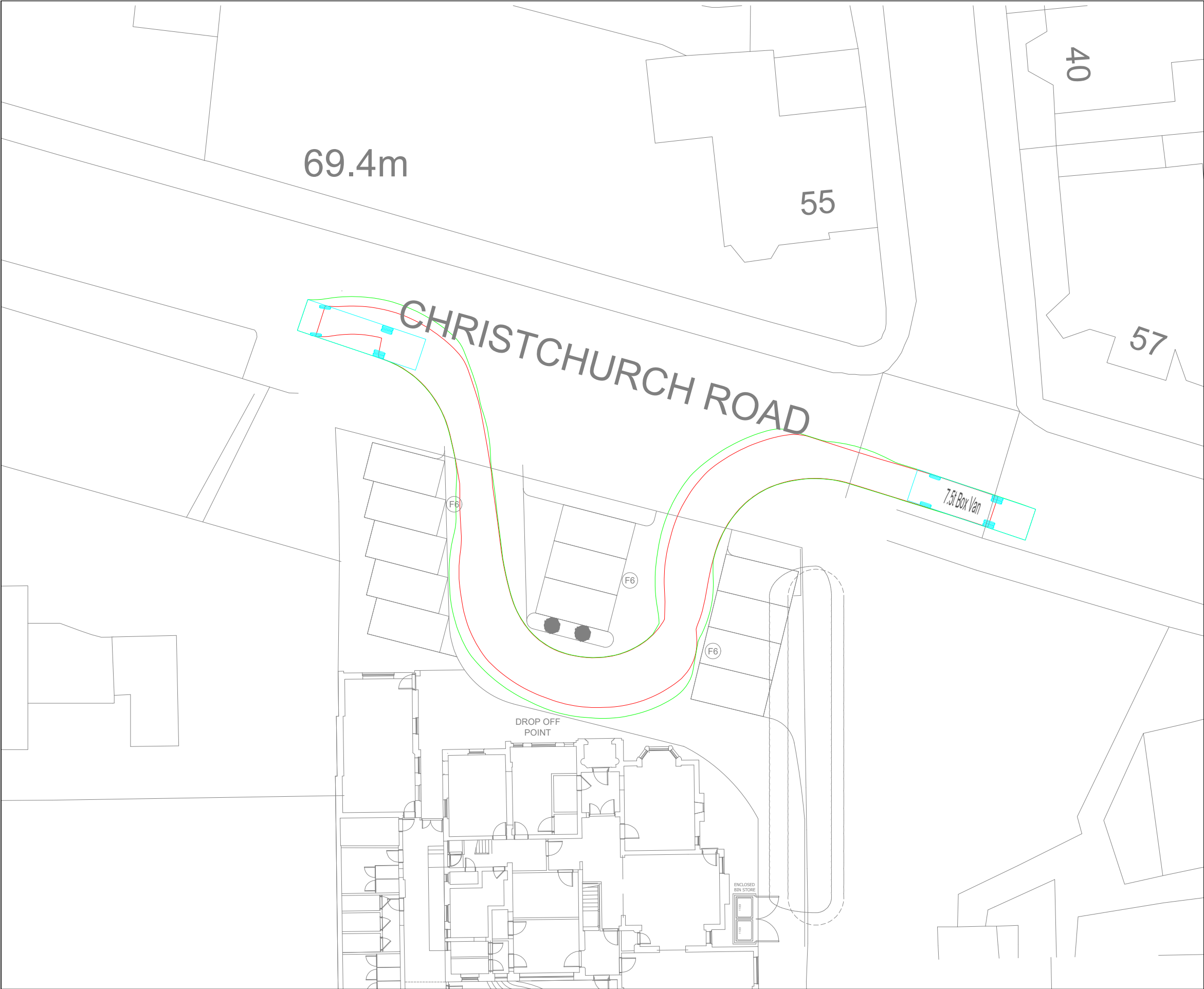
PRELIMINARY

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P02	REVISED SITE LAYOUT	10.10.23	JAM	CAT
P01	FIRST ISSUE	08.09.23	SSN	JAM
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
08.09.23	SSN	JAM	-	
PBA Project Number		Scale	(AT A3)	
143.0027		1:250		
PBA Drawing No:			Revision	
143.0027-0002			P02	

Project Name HAMILTON ACADEMY, 40 CHRISTCHURCH ROAD, READING	Title MINI BUS DROP OFF POINT AND TRACKING	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client Acorn Education
Project Phase PRELIMINARY			

QMS2011/v8/210723/JM

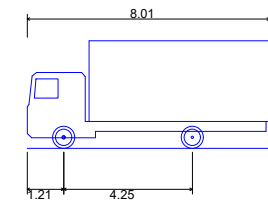


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VEHICLE PROFILE



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
Overall Body Height	0.351m
Min Body Ground Clearance	2.064m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	



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08.09.23	SSN	JAM	-	
PBA Project Number		Scale	(AT A3)	
143.0027		1:250		
PBA Drawing No:			Revision	
143.0027-0003			P02	

Project Name
HAMILTON ACADEMY, 40 CHRISTCHURCH ROAD, READING
Project Phase
PRELIMINARY

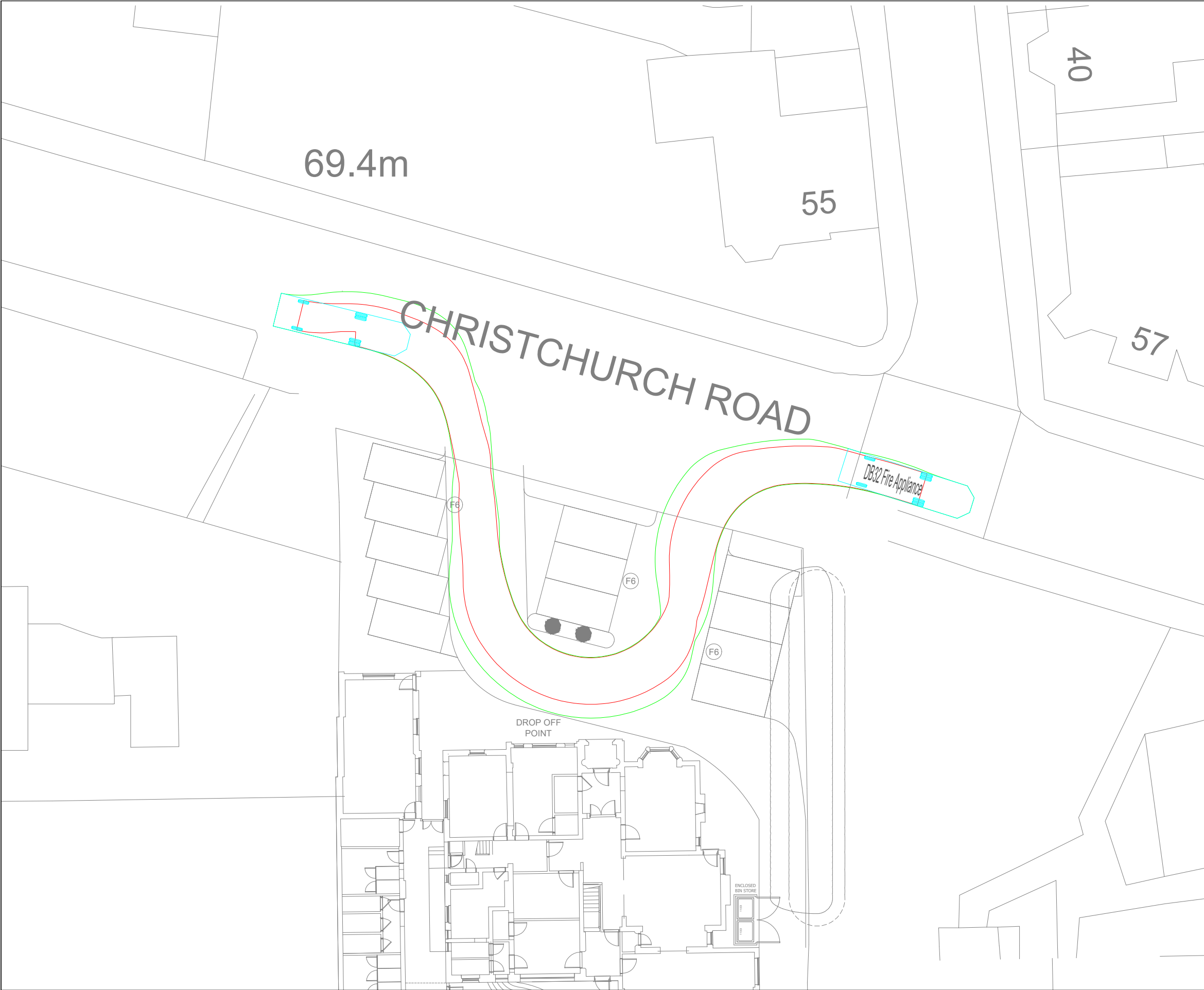
Title
DELIVERY VEHICLE TRACKING



Paul Basham Associates Ltd
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01329 711 000
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Client



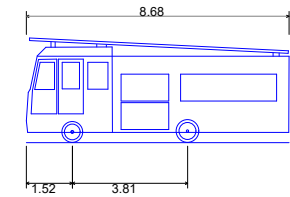


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VEHICLE PROFILE



DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	



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08.09.23	SSN	JAM	-	
PBA Project Number		Scale	(AT A3)	
143.0027		1:250		
PBA Drawing No:			Revision	
143.0027-0004			P02	

Project Name	HAMILTON ACADEMY, 40 CHRISTCHURCH ROAD, READING
Project Phase	PRELIMINARY

Title	FIRE TENDER TRACKING
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