
Technical Note

Project No: ITB17593
Project Title: Carters, Caversham Road
Title: RBC Highways Response Note
Ref: JDW/ITB17593-003
Date: 11 January 2023

SECTION 1 Introduction

- 1.1 i-Transport LLP has been appointed by Bellway Homes (Thames Valley) Limited to provide highways and transport advice for a proposed residential development of 60 dwellings at Carters, 97a to 117 Caversham Road.
- 1.2 RBC provided an additional highways response in relation to the application on 16 December 2022. The full RBC response is presented at **Appendix A**. This technical note sets out a response to the request for clarification and proposed recommendations.

SECTION 2 RBC Response

2.1.1 The RBC comments and i-Transports response is summarised in **Table 2.1**.

Table 2.1: Response to additional information / clarification.

RBC Comment	i-Transport Comment
....in order to comply with the Readings Geometric Design Guidance, the junction radii for residential accesses onto main transport corridors should be 10m. If the applicant proposes a smaller radii as illustrated in the Site Access Arrangement, then the tracking diagram should be submitted which shows a refuse vehicle entering the site without crossing the centre line of the junction. The Swept Path Analysis (ITB17593-GA-002 Rev E) shows a refuse manoeuvring within the site and exiting the site, but it does not illustrate a refuse vehicle making a left-hand turn from Caversham Road into the site. Given the proximity of the Caversham Road/Vastern Road roundabout, service vehicles must be able to enter the site without obstructing the flow of traffic on the classified road network.	A conscious decision was made to keep the junction as tight as possible, to reduce the distance pedestrians have to cross at the access, and to replicate the existing access arrangements. Drawing ITB17593-GA-002 has been updated to illustrate a refuse vehicle making a left-hand turn from Caversham Road into the site. This shows that a service vehicle is able to enter the site from Caversham Road/Vastern Road roundabout, without obstructing the flow of traffic on the classified road network, even if a vehicle is waiting to turn out of the site.
In terms of adoption, can the applicant confirm whether the internal roads will remain private or offered for adoption by the local highway authority (I cannot see that this has been clarified on the amended plans). It should be noted that the Council will expect to adopt the carriageway for a set back distance of a minimum of 10-15m to ensure the Highway Authority has control over the road and, therefore, is able to manage the junction. This should be illustrated on the Site Access Arrangement drawing.	Following discussion with the highway officer it has been agreed to offer the first 25m of the access for adoption, as shown on Drawing ITB17593-GA-001F.

RBC Comment	i-Transport Comment
Within the site, a mixture of 2.0m wide footways and shared surface areas will be provided. The revised plans indicate further soft landscaping within the site, whilst respecting the highways tracking. This includes defensive planting for all ground floor dwellings. Details are shown on the Proposed Site Location Plan (CR-RMA-ZZ-00-DR-A-0002_P2), Proposed Ground Floor Plan (CR-RMA-ZZ-00-DR-A-0100_P9 and Landscape Plan (7906.LP.40C) which reduces the width and dominance of the carriageway to the front of the terraces houses along the western boundary which connects to the pedestrian and cycling link. However, further clarification is required to establish where shared surfaces and conventional kerbs are proposed within the development to ensure that partially-sighted people can safely navigate through the development.	Drawing ITB17593-GA-006A shows the location of full height and dropped kerbs, and areas which would be shared. In general, the main access route though the site will have dedicated footways, with the car parking areas being shared. This plan should read alongside the updated landscape plan 7906.LP.40D
The Design Addendum updated view looking west along the new street towards the Central Block (block C) and the houses beyond does not illustrate a formal footway on the western side leading in from Caversham Road. This may be for illustrative purposes only but clarification is sought on this point.	The footway will continue along the length of the internal street. This has been updated on the plan CR-RMA-ZZ-00-DR-A-0100_P10 and in the images (see end of this report).
The revised Initial Site Access Arrangement (ITB17593-GA-001D) seems to illustrate some levels changes on the footways on either side of the carriageway. Therefore, can the gradient of the footways be confirmed.	Drawing CR-RMA-ZZ-00-DR-A-0100_P10, shows the proposed gradient of the footways. All gradients are acceptable for all modes.
There appears to be an excessively wide break in the footway provision to allow access to a parking area between Block A and the semi-detached dwellings, therefore, the footway should be extended along the length of the brick wall (of the parking area) and provided with dropped crossings.	As requested, the footway has been extended along the length of the street, with a drop kerb crossing into the parking court being provided.

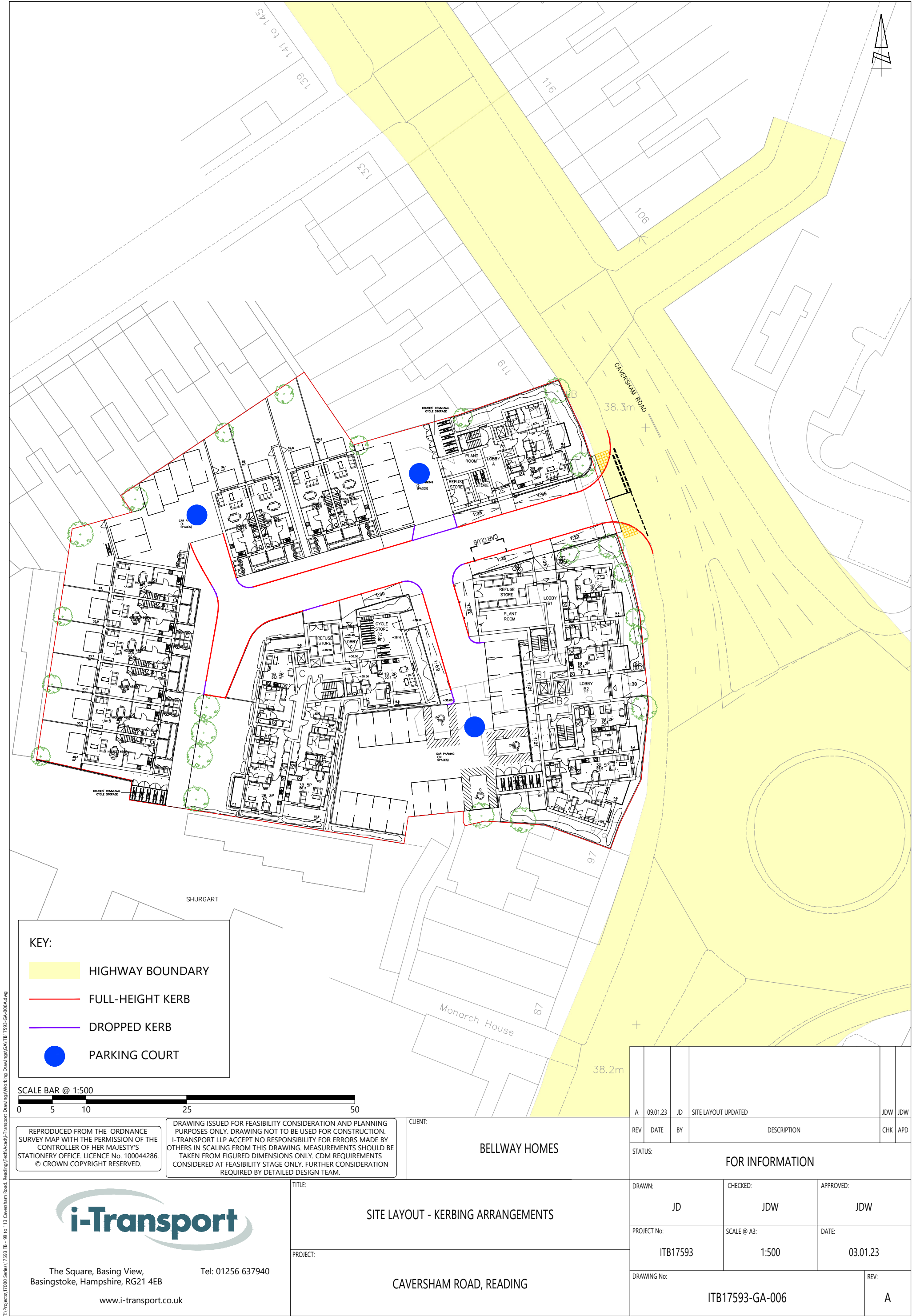
RBC Comment	i-Transport Comment
No doors (cycle store, refuse stores, plant rooms) should open outwards throughout the site which should be amended.	Where possible, the doors to the cycle store, refuse stores, and plant rooms have been amended to open inwards. Where any doors do still open outwards, these are not into areas which are to be adopted, or would interfere with the passage of pedestrians / vehicles. It is of note that doors opening outwards is a general requirement of Secure By Design.
The proposed development will provide a total of 30 car parking spaces, with one parking space provided for each of the four-bedroom houses, and 20 unallocated parking spaces provided for the flats. I am content that the parking is acceptable given the controlled parking areas surrounding the application site, although it should be stressed that the development will not be eligible for permits. However, the applicant is asked to address how the parking will be controlled within the site to prevent parking in unallocated areas, particularly in close proximity to the main access point off Caversham Road and towards the pedestrian and cycling link. Further, the applicant has not clarified how turning areas for service and delivery vehicles will be maintained.	The first 25m of the scheme will be offered for adoption and as such it is anticipated that TBC will implement parking restrictions around the Bellmouth and into the site. For the remainder of the site, a parking management plan will be a condition of any planning consent. The Parking management plan will set out: • Car parking provision • Parking operation • Management and responsibilities • Allocation of car parking spaces • User information • Access and signage • Maintaining turning heads • Service and delivery vehicle access • Enforcement process • Exempt vehicles • Review and monitoring • Review of allocation • Review of enforcement • Monitoring of car park maintenance The plan will highlight where vehicles are able to park. Signage and markings within the parking areas and on the external elevations of the building would be implemented by the parking management company in line with the appropriate contract law. Signage would set out the relevant terms and conditions. If a vehicle is not authorised to park within the site, the parking management company will operate an enforcement procedure, taking photographic evidence of the parking offence. Offending vehicles will receive a Penalty Charge Notice (PCN) in line with relevant parking law.

RBC Comment	i-Transport Comment
The Transport Statement (in paragraph 5.3.15) asserts that “It is envisaged that the car club space would be located on street in proximity to the proposed development. Two options have been identified initially, one on Brigham Road and one on Northfield Road.” However, no details have been submitted for review. To enable a car club parking bay to be located on the highway, a review and rearrangement of the on-street parking bays will be required and changes made to the existing Traffic Regulation Order (TRO). Given TRO’s are under separate legislation to the Planning Act there is a possibility they may not be approved. Therefore, it is considered more appropriate to create a dedicated car club parking space within the site which is under the applicant’s control. This could be located within the adoptable section of the site. The Car Club needs to be subsidised for a period of 5 years. Based on the information submitted, the applicant has not provided sufficient information to demonstrate the development will provide or provide access to a car club.	While the benefits of providing a car club off site are recognised, following discussions with the highway officer it has been agreed that the car club space could be located within the site, adjacent to Block B1, as shown on Drawing ITB17593-GA-002H. This is shown within the area of the internal street to be offered for adoption, which will allow RBC to manage the space. The location of the space still allows for a refuse vehicle to enter the site and pass a waiting car. The applicant will subsidise the Car Club for a period of 5 years.

DRAWINGS



Image of footway along internal street





REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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SCALE BAR @ 1:500

0 5 10 25 50

The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk	H 11.01.23 SH JD 09.01.23 JD F 03.01.23 JD E 01.12.22 MM D 29.11.22 MM C 09.11.22 JMc B 06.09.22 MM A 08.08.22 MM VEHICLE TRACKS AMENDED VEHICLE TRACKS AMENDED VEHICLE TRACKS AMENDED SITE LAYOUT UPDATED SITE LAYOUT AND SWEEP PATH ANALYSIS UPDATED 3m FOOTWAY/CYCLEWAY EXTENDED, SWEEP PATH ANALYSIS UPDATED SITE LAYOUT UPDATED SITE LAYOUT UPDATED REV DATE BY DESCRIPTION CHK APD	TITLE: PROJECT: CLIENT:	SWEPT PATH ANALYSIS - REFUSE VEHICLE CAVERSHAM ROAD, READING BELLWAY HOMES	DRAWN: PROJECT No: DRAWING No:	CHECKED: SCALE @ A3: ITB17593-GA-002	APPROVED: DATE: 18.07.22	REV: H

TWO VEHICLES PASSING

Olympus OL16N (Elite 6 6x2 RS chassis)

Overall Length: 8.750m

Overall Width: 2.250m

Overall Body Height: 3.540m

Min Body Ground Clearance: 0.260m

Track Width: 2.550m

Lock to lock time: 4.00s

Wall to Wall Turning Radius: 10.150m

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



Notes:

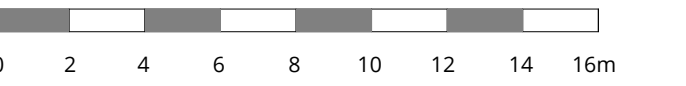
- Do not scale from this drawing; work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- Report any discrepancies and omissions to RMA Architects.

EDM ERIC Notes

- Where RMA services on a project do not include for site inspections and works surveys, RMA do not warrant that 'as built' issue drawings are a complete and accurate record of what has been constructed

- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been incorporated in this drawing.

SCALE BAR: 1:200 @ A1



P10	19.12.22	Updated. Re-Issued for Planning	KD	CT
Rev	Date	Description	By	Chkd

RM_A

320C Highgate Studios
53-79 Highgate Road, London, NW5 1TL
London NW5 1TL
020 7284 1414, rmaarchitects.co.uk © RMA

Key Plan



Project

Carters Site, Reading

RMA Project Reference 2207

Client

Bellway Thames Valley

Scale	Date	By	Checked
1 : 200 @ A1	07/22	KD	AS

Drawing Title

SITE PLAN

00

GROUND FLOOR LEVEL

Purpose of Issue PLANNING	Status Code
Drawing No CR-RMA-ZZ-00-DR-A-0100	Revision P10

Native Shrub & Hedge Planting

Acer campestre
Cornus sanguinea
Corylus avellana
Crataegus monogyna
Ilex aquifolium
Ligustrum vulgare
Prunus spinosa
Rhamnus cathartica
Rosa canina
Sambucus nigra
Viburnum lantana
Viburnum opulus



Mixed Native Hedgerows

10% Cornus sanguinea
10% Corylus avellana
40% Crataegus monogyna
5% Ligustrum vulgare
25% Prunus spinosa
5% Rosa canina
5% Viburnum lantana



Ornamental Hedge Planting

Carpinus betulus (Hornbeam)
Ligustrum ovalifolium (Privet)
Osmanthus x burkwoodii
Prunus spp



Ornamental Shrubs

Cistus corbariensis, Cornus sanguinea,
Euonymus fortunei 'Silver Queen', Fatsia
japonica, Hebe 'Nicola's Blush', Hebe
rakaiensis, Viburnum davidii



Internal Ornamental & Street Trees

Acer campestre 'Streetwise'
Betula pendula
Carpinus betulus 'Lucas'
Malus trilobata
Pyrus calleryana 'Chanticleer'

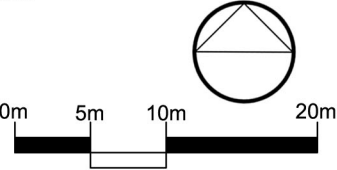


Native Boundary Trees

Acer campestre
Betula pendula
Carpinus betulus
Malus sylvestris



NOTES:
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Key:

- Site Boundary
- Proposed Native Tree Planting
- Proposed Street Tree Planting
- Proposed Garden Tree Planting
- Proposed Ornamental Shrub Planting
- Proposed Native Shrub Planting
- Proposed Ornamental Hedge Planting
- Proposed Feature Shrub Planting

D	30.11.22	Updated to latest layout	AS	PC
C	28.11.22	Updated to latest layout	SB	CW
B	02.09.22	Updated to latest layout	AS	CJ
A	08.08.22	Updated to latest layout	AS	CJ
REV	DATE	NOTE	AS	CHK'D

REVISIONS

aspect landscape planning

TITLE Carters, 99-113 Caversham Road, Reading Landscape Strategy Plan			
CLIENT Bellway Homes Ltd			
SCALE 1:500 @ A3	DATE JULY 2022	DRAWN BS	CHK'D CJ
DRAWING NUMBER 7906.LSP.3.0		REVISION D	

APPENDIX A. RBC RESPONSE

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Tom Bradfield Tom.Bradfield @reading.gov.uk
Date: 16 December 2022 V2
Re: Consultation on Planning Application

Application Number: 221324

Application Type: Full Planning Approval

Address: 97a-117 Caversham Road Reading RG1 8AN

Proposal: Redevelopment of 97a-117 Caversham Road, and associated land to the rear, to provide 60 dwellings, including affordable housing, together with associated access, parking and landscaping.

Updated Transport Comments to address amendments received on 8th December 2022

The site is located on the western side of Caversham Road facing the roundabout at the junction of Caversham Road and Vastern Road. The site comprises of the vacant Carters store, and other adjacent commercial units fronting Caversham Road, with car MOT workshop and a number of other associated industrial and commercial buildings and hardstanding to the rear of the site.

The application site has been identified within the Borough's Local Plan as a site (Ref CR11f) for development for 75-115 dwellings, with on-site open space. Part of the site comprises just under half of the local plan allocation. 97-107 Caversham Road are not within the allocation.

The site has two existing accesses off Caversham Road, between nos. 97a and 99 towards the south-eastern corner of the site and between nos. 107 and 115-117 to the north-eastern corner. The accesses lead to a number of single and two storey buildings and sheds to the rear which comprise a mix of industrial uses including an MOT workshop.

Proposed development

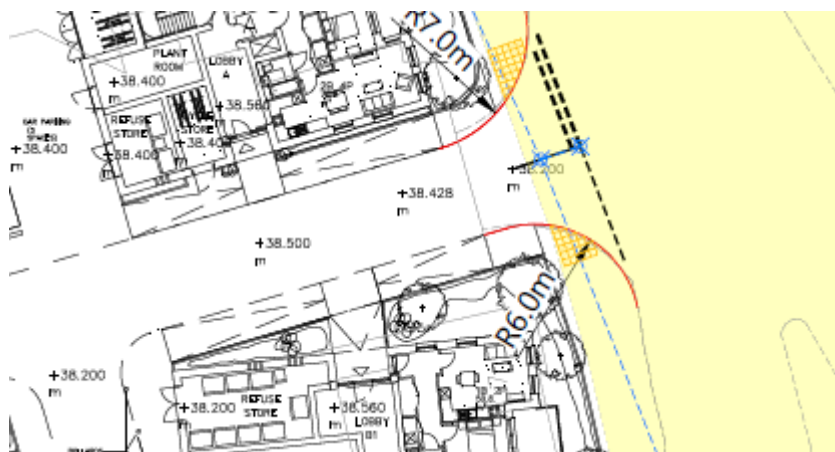
The proposed development includes the demolition of all existing buildings within the site to provide 60 dwellings, including affordable housing, together with associated access, parking and landscaping. The proposed size and tenure is illustrated in the table below;

	Market	Affordable	Total
1-bed apartment	12	5	17
2-bed apartment	11	8	19
3-bed apartment	9	5	14
4-bed house	10	0	10
Total	42	18	60

Vehicular access is proposed from a single point of access from the A4155 Caversham Road in the position of the existing site access to the MOT garage at the rear, to the north of the roundabout.

From a transport perspective the highway authority would have no grounds in which to object to the retention of the access from Caversham Road as long as it is for a level of vehicular movement no greater than existing. The applicant has provided trip rate analysis that indicates that the proposed development will result in a net reduction in vehicle trips when compared to its existing / previous use, as such there will be a reduced number of vehicle movements at the proposed access.

The site access road would have a width of 5.5m, with dedicated 2.0m wide footways leading into the site which accords with Readings Geometric Design Guidance. The drawing titled Initial Site Access Arrangement (ITB17593-GA-001D) illustrates the proposed junction improvements including tactile crossing points on Caversham Road for pedestrians.



However, in order to comply with the Readings Geometric Design Guidance, the junction radii for residential accesses onto main transport corridors should be 10m. If the applicant proposes a smaller radii as illustrated in the Site Access Arrangement, then the tracking diagram should be submitted which shows a refuse vehicle entering the site without crossing the centre line of the junction. The Swept Path Analysis (ITB17593-GA-002 Rev E) shows a refuse manoeuvring within the site and exiting the site, but it does not illustrate a refuse vehicle making a left-hand turn from Caversham Road into the site. Given the proximity of the Caversham Road/Vastern Road roundabout, service vehicles must be able to enter the site without obstructing the flow of traffic on the classified road network.



In terms of adoption, can the applicant confirm whether the internal roads will remain private or offered for adoption by the local highway authority (I cannot see that this has been clarified on the amended plans). It should be noted that the Council will expect to adopt the carriageway for a set back distance of a minimum of 10-15m to ensure the Highway Authority has control over the road and, therefore, is able to manage the junction. This should be illustrated on the Site Access Arrangement drawing.

Within the site, a mixture of 2.0m wide footways and shared surface areas will be provided. The revised plans indicate further soft landscaping within the site, whilst respecting the highways tracking. This includes defensive planting for all ground floor dwellings. Details are shown on the Proposed Site Location Plan (CR-RMA-ZZ-00-DR-A-0002_P2), Proposed Ground Floor Plan (CR-RMA-ZZ-00-DR-A-0100_P9 and Landscape Plan (7906.LP.40C) which reduces the width and dominance of the carriageway to the front of the terraces houses along the western boundary which connects to the pedestrian and cycling link. However, further clarification is required to establish where shared surfaces and conventional kerbs are proposed within the development to ensure that partially-sighted people can safely navigate through the development.





The revised Initial Site Access Arrangement (ITB17593-GA-001D) seems to illustrate some levels changes on the footways on either side of the carriageway. Therefore, can the gradient of the footways be confirmed.

There appears to be an excessively wide break in the footway provision to allow access to a parking area between Block A and the semi-detached dwellings, therefore, the footway should be extended along the length of the brick wall (of the parking area) and provided with dropped crossings.

No doors (cycle store, refuse stores, plant rooms) should open outwards throughout the site which should be amended.

The secondary access point between nos. 97a and 99 towards the south-eastern corner of the site will be stopped up, having a beneficial impact by reducing the number of direct accesses off a classified road.

If the remainder part of the site allocation comes forward in future, access from Caversham Road could not be used and a secondary access will be required from Northfield Road to ensure the number of vehicle movements onto Caversham Road do not exceed the level forecast and assessed under this application.

The internal access road will terminate at the southern boundary. A pedestrian and cycling link will be provided at this point to allow access for possible future development of the remainder of the allocation to the south.

Parking

Policy TR5 states that development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Local parking standards are set out in the RBC, Revised Parking Standards and Design Supplementary Planning Document (SPD) which takes into account the accessibility of the site.

The site is well located in terms of accessibility by non-car modes of travel and within easy walking and cycling distance from the town centre providing a wide range of local facilities and services. The site sits on the boundary of Zone 1 of the adopted parking standards. It was agreed during pre-application discussions that a reduced parking provision (compared

to the Zone 2 parking standards) would be appropriate for the proposed site given its transport links and sustainable location.

The proposed development will provide a total of 30 car parking spaces, with one parking space provided for each of the four-bedroom houses, and 20 unallocated parking spaces provided for the flats. I am content that the parking is acceptable given the controlled parking areas surrounding the application site, although it should be stressed that the development will not be eligible for permits. However, the applicant is asked to address how the parking will be controlled within the site to prevent parking in unallocated areas, particularly in close proximity to the main access point off Caversham Road and towards the pedestrian and cycling link. Further, the applicant has not clarified how turning areas for service and delivery vehicles will be maintained.

The reduced level of car parking provision for the residential units will be supported by a financial contribution towards a car club space located in proximity to the proposed development. However, the Council's Revised Parking Standards and Design Supplementary Planning Document (SPD) states that;

For developments of more than 10 residential units in Zones 1 and 2, developers will be required to:

- Provide or support a car club on the site, or demonstrate that the development will have access to and the use of a car club on a nearby site.*
- Create dedicated car parking spaces on the site for the car club.*

The Transport Statement (in paragraph 5.3.15) asserts that "It is envisaged that the car club space would be located on street in proximity to the proposed development. Two options have been identified initially, one on Brigham Road and one on Northfield Road." However, no details have been submitted for review. To enable a car club parking bay to be located on the highway, a review and rearrangement of the on-street parking bays will be required and changes made to the existing Traffic Regulation Order (TRO). Given TRO's are under separate legislation to the Planning Act there is a possibility they may not be approved. Therefore, it is considered more appropriate to create a dedicated car club parking space within the site which is under the applicant's control. This could be located within the adoptable section of the site. The Car Club needs to be subsidised for a period of 5 years. Based on the information submitted, the applicant has not provided sufficient information to demonstrate the development will provide or provide access to a car club.

To meet the Local Plan requirements, each new house should be provided with an electric charging point and 10% of all communal parking spaces should be provided with an active vehicle charging point equating to a total of 12 EV charging points across the development. This will be covered by condition.

Cycle Parking

In accordance with the Borough's Parking Standards and Design SPD, a minimum provision of 0.5 cycle storage spaces should be provided per 1 or 2 bedroom flat, 1 cycle storage space per 3-bedroom flat and 2 cycle storages spaces per 4-bedroom dwelling.

It is proposed that cycle parking will be provided for the houses in accordance with RBCs standards, with two cycle parking spaces provided for the four bedroom dwellings in secure cycle stores for each dwelling. For the flats, a total of 38 cycle parking spaces provided,

which is in excess of 32 cycle parking spaces required in line with the minimum standards. The preferred type of cycle parking is the Sheffield stand as this device provides support for the whole bicycle, allowing both the frame and wheels to be secured and is easy to facilitate the use of 'D' type locks and/or conventional chains/cables. I am happy to deal with the details by way of condition.

Servicing and deliveries

Please note the points above regarding the access arrangements which is still to be resolved.

It is proposed that large deliveries and servicing will be undertaken within the site.

There are ten proposed dwelling houses, with a terrace of six, 4 bedroom, houses along the western boundary of the site and four on the northern boundary. Each of the dwellings are provided with bin storage areas to the front of the properties to enable kerbside collection.

Bin storage for the flats has been illustrated on the ground floor of each block, located no further than 10m from the carriageway to avoid the stationing of service vehicles on the carriageway for excessive periods.

It is recommended that the Council's Waste department is consulted to ensure that bin storage layout and collection areas are acceptable.

Construction

The applicant should be aware that there would be significant transport implications constructing the proposed development within the existing urban area of Reading. One of the key concerns of planning is to ensure that new development does not reduce the quality of the environment for others, particularly where it would affect residential properties. Therefore, any full application would be conditioned to ensure a Construction Method Statement is submitted and approved before any works commence on-site to regulate the amenity effects of construction. As well as demonstrating a commitment to ensuring the number of HGV movements are managed and controlled, the CMS must demonstrate that appropriate measures will be implemented to ensure the safety of pedestrians and cyclists on the road network around the construction site. The agreed measures included in the CMS become a formal commitment and will be approved by the Local Highway and Planning Department separate to the determination of this outline application.

The applicant is requested to address the points in bold before determining this application.

Regards

Natalie Lucas

Transport Development Control Officer

Transport | Directorate for Economic Growth and Neighbourhood Services (DEGNS)