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Units 2 and 6, Reading Retail Park, Reading

CT UK Property Authorised Investment Fund
Technical Note: Pedestrian Infrastructure & Servicing Arrangements
August 2023





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1 Introduction

Brief

- 1.1 Rappor has been instructed by CT UK Property Authorised Investment Fund to prepare a Technical Note (TN) in support of a planning application concerning the proposed use of units 2 and 6 at Reading Retail Park, Reading, as a foodstore (Class E).
- 1.2 Planning permission is sought (ref: 221110) for the use of the existing Units 2 and 6 which currently operate on a non-food retail basis (comprising 2,492sq.m floor area) for a future foodstore, with a reduced floor area of 2,013sq.m.

Stakeholder Correspondence

- 1.3 Rappor initially produced a Transport Statement (TS) and Travel Plan (TP) in June 2022 in support of this application, which were reviewed by the Local Highway Authority (LHA), Reading Borough Council (RBC). A consultation response was provided in November 2022, which is attached in **Appendix A** for ease of reference.
- 1.4 In order to address the highways and transportation matters raised in the November 2022 consultation response, Rappor produced a TN in March 2023 in support of this application, which was reviewed by RBC. A second consultation response was provided in April 2023, which is attached in **Appendix B** for ease of reference.
- 1.5 Following receipt of the second consultation response, a virtual meeting was held between Rappor and the LHA in April 2023 to discuss the outstanding highways and transportation matters associated with the application. Delegates from the Local Planning Authority (LPA) and Quod (the planning consultants overseeing the application) were also in attendance.
- 1.6 Following the virtual meeting, a TN was prepared by Rappor to address the comments / concerns discussed and submitted in June 2023, which was subsequently reviewed by RBC. A third consultation response was provided in August 2023, which is attached in **Appendix C** for ease of reference, whilst a summary of the points is provided below.
 - a) Improvements must be made to the internal footway network, given the increase in pedestrian trips forecast to arise from the development proposal;
 - b) The donor sites are considered acceptable as they are representative to that of the development proposal in terms of size, scale, and function;
 - c) Confirmation of the servicing / delivery arrangements for the gym adjacent to the application site should be provided; and
 - d) The junction capacity measurements used to inform the modelling calculations have not been reviewed hitherto, with a review to be undertaken in association with any future technical submissions in support of this application.
- 1.7 On the basis of the above, this TN shall detail the commitment to improve the internal footway network, whilst confirmation of the servicing / delivery arrangements of the gym adjacent the application site (the Gym Group) shall also be provided. In relation to the junction measurements – and the associated calculations that shall inform the traffic impact of the development proposal – these shall be provided, in addition to the modelling outputs of the site access and adjacent roundabout junction, in a separate forthcoming TN.



- 1.8 Furthermore, it should be noted that the reconfiguration to the parking provision has resulted in a slight increase of parking provision across the entire retail park from 429 to 441, which is two more than the previous iteration of the proposals (439).
- 1.9 A proposed site layout plan – which illustrates the commitments made by the applicant to address the matters detailed in the recent LHA consultee response – is provided in **Appendix D** of this report.

Scope of Report

- 1.10 On the basis of the above, this TN shall review / address the following highways and transportation matters to demonstrate the suitability of the development proposal:
 - a) Confirmation of commitment to internal pedestrian infrastructure improvements within the wider retail park; and
 - b) Confirmation of servicing / delivery arrangements of the gym adjacent the application site.



2 Technical Response

Internal Pedestrian Infrastructure Improvements

LHA Consultee Response

- 2.1 In relation to the nature of the existing pedestrian infrastructure within the wider retail park, adjacent Wren and B&M, the LHA consultee response stated the following:

“These are significant increases [in forecast pedestrian trips] and as such the development will be required to make improvements to the internal pedestrian network by way of reduced upstands to dropped kerbs and widening of the footway around the crossing points. It is appreciated that standards do allow for reductions in footway widths but the narrowing’s should not take place at crossing facilities that would prove difficult for those with disabilities, buggies etc to navigate. The NPPF clearly states that pedestrian and cycle movements must be given first priority and as such the pedestrian facilities must be improved.

I would add that some of these facilities may require the loss of car parking from within the wider site but given that the application has previously confirmed that an overprovision of car parking exists and the applicant owns the entire site then this would not create any issue for these improvements to be provided.”

Rappor Technical Response

- 2.2 In response to the above, the applicant is willing to commit to a Grampian Condition that ensures upgrades are made to the infrastructure – in the form of localised widening at the crossing point and resurfacing / levelling on approach to the application site – to provide a safe and suitable internal layout that does not prejudice the permeability of the application site by all pedestrians, including those visually or mobility impaired.
- 2.3 Photographs obtained from recent site observations are provided in **Appendix E** of this report. It should be noted that the existing clothes bank shall be relocated to elsewhere within the confines of the retail park to accommodate these works. Whilst the bollards that were previously present on the footway to the rear of the trees have since been removed, therefore, increasing the width and permeability for pedestrians.
- 2.4 The proposed wording of the Grampian Condition is provided below:

“No part of the development hereby approved shall be occupied until the pedestrian improvements as shown on Proposed Site Plan (15044-1-108) are implemented in full and retained in perpetuity with the approved development.

Reason: to ensure that safe and appropriate access for pedestrians is provided”

- 2.5 Suitability on the nature of this commitment and the wording of the above condition would be welcomed by RBC at the earliest convenience.



Adjacent Gym Servicing & Delivery Arrangements

LHA Consultee Response

- 2.6 In relation to providing confirmation the adjacent gym's (the Gym Group) servicing and delivery arrangements, the consultee response stated the following:

"The submitted document does not outline the servicing arrangements for the adjacent gym and therefore this must be provided."

Rappor Technical Response

- 2.7 In response to the above, confirmation from the current occupant (the Gym Group) has been provided which details that all deliveries, predominantly of cleaning products, is undertaken via the front entrance of the unit.
- 2.8 Notwithstanding the above, and in order to provide a robust assessment that accounts for a future occupant with different arrangements, swept path analysis of the rear service yard has been undertaken to demonstrate that deliveries can be made to the rear of the unit, should they be required. The assessment illustrates that delivery vehicles are able to perform all necessary internal manoeuvres in a safe and suitable manner.
- 2.9 In addition to this, swept path analysis has also been undertaken of the application site's servicing / delivery arrangements, and those of the adjacent Wickes store. These drawings, which have been previously submitted and reviewed by the Local Highway Authority, have been included for ease of reference to demonstrate that arrangements for all units adjacent or associated with this application may be suitably served by HGV and delivery vehicles.
- 2.10 The swept path analysis drawings are provided in **Appendix F**.



3 Summary & Conclusion

Summary

- 3.1 Rappor has been instructed by CT UK Property Authorised Investment Fund to prepare a TN in support of a planning application concerning the proposed use of units 2 and 6 at Reading Retail Park, Reading, as a foodstore (Class E).
- 3.2 Planning permission is sought (ref: 221110) for the use of the existing Units 2 and 6 which currently operate on a non-food retail basis (comprising 2,492sq.m floor area) for a future foodstore, with a reduced floor area of 2,013sq.m.
- 3.3 On the basis of the above, this TN concludes the following:
 - a) Confirmation of a commitment has been made to ensure the existing pedestrian infrastructure within the wider retail park shall be upgraded to ensure it is of suitable design to accommodate the forecast increase in pedestrian trips and will not prejudice mobility or visually impaired pedestrians from accessing the site; and
 - b) Confirmation of the servicing and delivery arrangements for the adjacent gym (the Gym Group) has been provided, in addition to potential arrangements of any future occupants.
- 3.4 As previously stated, the junction measurements – and the associated calculations that shall inform the traffic impact of the development proposal – shall be provided, in addition to the modelling outputs of the site access and adjacent roundabout junction, in a separate forthcoming TN.

Conclusion

- 3.5 In conclusion, feedback on the content detailed within this TN is welcomed at the earliest convenience. Given the commitments made by the applicant to addressing the comments made by RBC – in relation to the pedestrian permeability of the wider site and confirmation of the gym's servicing / delivery arrangements - Rappor considers that the development proposal does not conflict with national or local policy. Therefore, there are no highways and transportation matters that should preclude the LHA from recommending approval of this planning application.

Appendix A: RBC Consultation Response – November 2022

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Connie Davis 72413 Connie.Davis@reading.gov.uk
Date: 21st November 2022
Re: Consultation on Planning Application

Application Number: 221110

Application Type: Full Planning Approval

Address: Reading Retail Park Oxford Road Reading

Proposal: Proposed use of Unit 2 and Unit 6 as a foodstore (Class E) including rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works

Transport Comments

The proposed development consists of a change to amalgamate Unit 2 and Unit 6 and allow the sale of food under use class (Class E) as well as create a rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works.

To accompany this planning application a Transport Statement has been submitted to which my comments are as follows:

Site Location and Accessibility

The application site is Unit 2 and Unit 6 of Reading Retail Park, which is located off the southern side of Oxford Road and is located amongst other existing commercial / retail uses which include Wickes Building Supplies, The Gym, Wren Kitchens, B&M, Pets at Home, and KFC.

Both vehicular and servicing / delivery access are achieved from the priority junction arrangement with Oxford Road, which is located at the northern boundary of the site. This features a ghost-island right turn access and a left-turn only egress arrangement onto Oxford Road, whilst the internal retail park network is subject to 10mph speed limit and comprises traffic calming measures and zebra crossing points throughout.

Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. The applicant has reviewed the 'National Travel Survey (NTS) 2019' (DfT) and found that 80% of all trips of less than 1 mile (1.6km) were made on foot. It should be noted that a new NTS for 2020 has been published which found that 82% of trips under 1mile (1.6km) are undertaken on foot. However, as expressed by the applicant due to COVID-19 the 2020 NTS may not provide wholly accurate information and therefore it is the Highway Authorities view that 2019 data should be used.

The 2019 NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance. The applicant has referred to PPG13, which is now superseded, to identify an upper limit of 2km, however 'Guidelines

For Providing For Journeys On Foot' published by The Institution Of Highways & Transportation in the year 2000 stipulates the following at Paragraph 3.34:

For shopping, Carley and Donaldsons (1996) advise that that “acceptable” walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

The Highway Authority are not aware of any other walking assessment and the applicant has not referenced any either and therefore the walking distance would be well short of that specified by the applicant. However, this would still accommodate a significant catchment of residential properties within the vicinity of the application site.

Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

Existing Infrastructure

The application site benefits from a good level of permeability to the surrounding pedestrian footway network, with a 1.2m footway linking from Reading Retail Park to the existing footway provision on the southern side of Oxford Road. However, it is noted that the footway specified by the applicant is in fact littered with bollards, posts, signage as well as incorporating trees.

In addition to the above it is noted that the crossing point within the existing car park along the pedestrian route to the store is not provided with any tactile paving and the width of the footway significant reduces at the area where pedestrians would be required to cross. See image below for reference.



The applicant has not provided a multi modal assessment of the application to determine whether the proposal would result in an increase in pedestrian trips but it is likely that this would be the case. As a result, pedestrian improvements to the site should be provided to encourage alternative modes of travel to and from the site and comply with the NPPF which states at Paragraph 112 that development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

The Oxford Road benefits from illuminated, surfaced footway provision c.2m wide - which increases in width along various sections in the vicinity of the Reading Retail Park site frontage - and numerous, signalised pedestrian crossing points. The footways present on both sides of the carriageway also benefit from dropped kerbs and associated tactile paving.

In terms of cycling, delineated cycle lanes are present on either side of the carriageway in the vicinity of the Reading Retail Park site frontage, whilst Advanced Stop Lines are also present at the signal crossing to the northwest of the Oxford Road / Reading Retail Park priority junction.

The site is within a comfortable catchment of up to 5km to a range of residential estates / areas and, therefore, it is anticipated that both employees and visitors will be able to utilize cycling as a mode of travel to / from the site.

Public Transport

The site is accessible in relation to public transport with bus stops located directly outside the application site for services heading east and west. This therefore provides suitable access for those living along the Oxford Road towards the town centre and those that live to the west within various parts of Tilehurst.

The applicant has undertaken an assessment of the bus services and has only taken account of routes 143 and BB3 which provides a total of 13 services throughout the course of the day which the applicant concludes is acceptable. The Highway Authority does not deem this to be acceptable however, this stop is also served by routes 16, 17, 85 and 91 operated by Reading Buses. Routes 16 and 17 provide up to 11 services an hour alone in both directions and therefore provides an acceptable level of public transport.

Access Strategy

Vehicles

The vehicle access into the site is to remain unaltered to the existing arrangement and in principle this has been deemed acceptable given that the size of vehicle entering the site will not alter as a result of the development, with articulated vehicles already serving the site.

Pedestrians & Cyclists

The applicant has stated that the proposed pedestrian / cyclist access arrangements of Reading Retail Park - and thus the application site - shall remain as existing. It is agreed that direct connections are available to the site from the existing infrastructure in place

along Oxford Road however, pedestrian routes within the site do not provide for tactile paving along the key desire lines with crossing points provided at areas with narrow footways as I have expressed previously within the consultation response. The proposed development does not promote sustainable transport within the confines of the Reading Retail Park and the pedestrian facilities should be reviewed further.

Servicing

The applicant has stated that servicing / delivery access to the application site's service yard shall be as per the existing however, the proposed block plan differs to that of the existing with car parking and a ramp now included.

These changes signify and considerable change to the servicing of the proposed unit as well as the retained gym located adjacent. Further information is therefore required illustrating the tracking for service vehicles for these units entering and leaving the service yard without interrupting any other units.

It should also be clarified how the exiting Wickes store is also serviced as this is not clear from the submitted information. Again, this is to make sure that conflicting operations do not occur.

Trip Rate Analysis

To establish the trip generation associated with both the existing and proposed site uses the applicant has utilized the Trip Rate information Computer System (TRICS), this is an acceptable methodology for assessing trip attraction and has been accepted by planning inspectors during planning appeals.

To assess the development it has been proposed to assess the existing and proposed uses during the following scenarios:

- a) Weekday typical AM peak (08:00 to 09:00);
- b) Weekday typical PM peak (17:00 to 18:00); and
- c) Saturday operational peak(s).

These proposed timings are acceptable to the Highway Authority.

Existing Trip Attraction: Non-Food Retail (2,492sq.m)

In order to assess traffic attraction associated with the existing uses of the application site (i.e. non-food retail - 2,492sq.m), the TRICS database has been interrogated and the retail land use of 'other individual non-food superstore' was selected. This has been accepted by the Highway Authority as an acceptable comparison to the application site.

The Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. These trip rates are provided in the Table 1 below.

Table 1

Time Period	Trip Rate (per (100sqm))			Trip Attraction (2,492 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	0.146	0.00	0.146	4	0	4
PM Peak (5pm-6pm)	0.839	1.058	1.897	21	26	47
Saturday Operational Peak (12pm-1pm)	4.674	4.729	9.403	116	118	234

Proposed Use: Discount Food Retail (2,013sq.m)

The proposed planning permission sought is for the amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m). The TRICS database has therefore been interrogated by the applicant for 'Discount Food Retail' units and again is an acceptable approach.

Again, the Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. It is however noted that the TRICS printout has not been provided for the weekend assessment and a duplicate weekday assessment has been included within the Appendices, however I have reviewed the data as provided within Table 5.2 of the Transport Statement.

It has however been noted that Table 5.2 of the Transport Statement is in fact incorrect in terms of the calculation of the trip attraction and the correct figure are provided within the Table 2 below.

Table 2

Time Period	Trip Rate (per (100sqm))			Trip Attraction (2,013 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	2.923	2.249	5.172	59	45	104
PM Peak (5pm-6pm)	3.926	4.466	8.492	79	90	171
Saturday Operational Peak (12pm-1pm)	6.496	6.838	13.334	131	138	268

Net Trip Impact

In order to consider the overall net trip impact of the development proposal on the local highway network, a comparison of the existing and forecast trips has been set out in the Table below.

Table 3

Development Type	Time Period	Net Trip Impact		
		Arrivals	Departures	Total
A - Existing Use: Non-Food Retail - Carpetright & Halfords (2,492sq.m)	AM Peak (8am to 9am)	4	0	4
	PM Peak (5pm to 6pm)	21	26	47
	Saturday Operational Peak (12pm-1pm)	116	118	234
B - Proposed Use: Discount Food Retailer (2,013sq.m)	AM Peak (8am to 9am)	59	45	104
	PM Peak (5pm to 6pm)	79	90	171
	Saturday Operational Peak (12pm-1pm)	131	138	268
Total Development (B-A)	AM Peak (8am to 9am)	55	45	100
	PM Peak (5pm to 6pm)	58	64	124
	Saturday Operational Peak (12pm-1pm)	15	20	34

The Table above indicates that the proposed development is expected to result in an increase in traffic attraction of approximately 100, 124, and 34 two-way vehicle trips in the weekday AM, PM, and Saturday peak periods, respectively.

Trip Types and Discounts

In relation to the net trip impact of the development proposal, the applicant considers that the majority of trips associated with the proposed discount food retailer shall not be entirely 'new' to the network. It is proposed by the applicant that a percentage will be 'linked' to the other existing destinations within the retail park and as such are already taking place.

In addition to the above the applicant has proposed that journeys associated with the application site would also be linked to destinations / purposes extending beyond the application site (i.e. commuting / education / recreation).

The applicant therefore proposes that the trips primarily, and only, to a supermarket is unlikely to be undertaken by a customer during the busiest traffic periods of the day.

Taking the above into account the applicant has assumed that 90% of trips associated with the development proposal are 'linked trips' either to facilities within the wider retail park or beyond the application site. It is therefore proposed that the remaining 10% of trips are considered as 'new trips', which are those primarily, and only, associated with the application site.

However, the applicant has provided no evidence that this is an accurate percentage of trips that would be new trips. The latest and only data/clarity provided in relation to linked / pass by trips is contained within TRICS Research Report 14/1. This stipulates the following as part of paragraph 10.1 and is continued at Paragraph 10.2:

- *Many of the key arguments and conclusions contained within this report are not made within the 95/2 TRICS pass-by and diverted trips report as transport behaviour such as new trips is now much more widely understood. It should also be noted that many of the key conclusions made within the 1995 report are no longer valid as shopping trends and travel behaviours have changed.*
- *The 95/2 report states that “the proportion of trips generally accepted to be non-primary is 30%. Most of the non-primary trips tend to be home-work-site-home and hence values are generally lower than this at the weekend when there is less home commuting but could be higher on a Friday evening but would not expect to exceed 40%”. This standard application is no longer considered relevant due to the factors set out below in this report.*
- *The literature review undertaken as part of this report has demonstrated that there have been contradictory results regarding the prevalence of diverted / linked trips. Alongside this, shopping habits and travel patterns are changing rapidly. As such, a generic value that can be applied to all retail sites is not appropriate in this dynamic environment.*
- *The assessment of the TRICS data has not found any real correlations. This is partly due to there being so many variables in the data and site selection. Therefore it will be difficult for users to find a comparable store from the data sets available. It is therefore recommended that a site by site approach is taken in justifying the proportion of pass by and diverted trips that are to be attributed to the proposed development.*

10.2 It is recommended that for an assessment of the quantum of pass-by and diverted trips that a first principles approach is taken for each site, whereby a process is defined for the assessment of these trips and agreed by the applicant and determining authority. This will form an additional task in the scoping report for any Transport Assessment. Chapter 11 contains a process diagram and associated explanatory note that are intended to aid with the undertaking of this assessment.

Section 11 of the TRICS Research Report 14/1 provides a Pass-By & Diverted Trips Assessment Methodology which must be followed in order to assess accurately what percentage of trips can be deducted from the trip generation assessment.

Taking the above into account the Highway Authority are not able to agree the reductions proposed by the applicant and therefore the proposed net increase in trips as specified within Table 3 above are the only ones that can be accepted. Should a reduction not be accepted then the applicant would be required to upgrade the Transport Statement to a Transport Assessment given the proposed increased number of trips during the peak periods. This would require the site access, the Norcot Road / Oxford Road / Wigmore Lane roundabout junction and the Oxford Road / Grovelands Road signalized junction to be assessed.

Irrespective of this it should be stressed that the site access is a left exit only and therefore any pass by trips that are ultimately heading east would require drivers to travel through the Norcot Road / Oxford Road / Wigmore Lane roundabout junction twice. This will increase trips through a junction that is already heavily congested and as identified

through other recent planning applications is close to exceeding its capacity within peak periods. This would therefore require a review / assessment regardless of any reduction that may be agreed.

Taking the above into account the Highway Authority cannot agree to the applicant's assessment into the proposed trip generation.

Car Parking

In order to assess whether the car parking arrangements are suitable to accommodate the additional forecast demand associated with the development proposal, the applicant has undertaken car parking surveys to identify the residual capacity during the busiest operational periods.

Parking Survey

The parking survey was undertaken at Reading Retail Park on Friday the 22nd of May 2022, between 15:00 and 19:00, and Saturday the 21st of May 2022, between the hours of 10:00 and 16:00. These were to identify the residual capacity during the busiest operational periods and the timings of these have been deemed acceptable.

Weekday

The parking survey indicates that during the peak period of parking accumulation (between 18:30 and 19:00), there was an existing demand for 116 car parking spaces, which is equal to 27% of the surveyed car park capacity area.

Saturday

The parking survey indicates that during the peak period of parking accumulation (between 13:00 and 13:30), there was an existing demand for 176 car parking spaces, which is equal to 41% of the surveyed car park capacity area.

It is therefore accepted that the proposed car park is currently underutilized during the weekday and weekend periods.

In relation to the proposed car parking requirement for the site the Highway Authority refer to the Councils adopted Revised Parking Standards and Design Supplementary Planning Document. This highlights that a food retail store and a general retail store in excess of 1,000sqm would warrant the same car parking requirement. Given that the proposal does in fact reduce in floor area therefore reduce the parking demand, the Highway Authority are agreeable that no additional parking would be required.

However, the applicant has undertaken a car park accumulation survey utilizing the trip rate analysis to establish what level of car parking would be provided for the proposed change of use.

This is an acceptable methodology although I would agree with the applicant that not all of these forecast vehicle trips shall be 'new' and only associated with the application site. The Highway Authority as specified above does not however agree to the split in relation to new, diverted, pass by trips and therefore the parking requirement should not include any reduction at this time.

Weekday

The forecast demand of 47 parked cars is indicated to take place between 10:00 and 11:00 on a weekday morning. Considering the overall proposed capacity (i.e. 439 spaces) and the previously detailed weekday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to 36 cars between 10am and 11am which would result in an increase of just 11 cars when compared to the forecast demand. The peak demand for the existing would be between the hour of 4pm and 5pm which equates to 41 parked cars, however the proposed number of parked cars during this hour is also 41 cars creating no change in demand.

The Highway Authority are therefore content that no further car parking is required for the weekday period.

Saturday

The forecast demand of 63 parked cars is indicated to take place between 11:00 and 12:00 on a Saturday morning. Considering the overall capacity (i.e. 439 spaces) and the previously detailed Saturday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to a peak demand of 65 cars between 110am and 11am which would result in a reduction of just 2 cars when compared to the forecast demand.

The Highway Authority are therefore content that no further car parking is required for the weekend period.

It is also noted that the existing site layout includes the provision of three trailer bays located adjacent to the trade entrance to the Wickes store. It is likely that these bays are associated with that use and were included within the planning requirement for the Wickes store. The proposal includes the loss of these three bays without an assessment being undertaken to establish whether they are no longer required. A survey of these bays must therefore be provided before their loss can be agreed.

Overall, the Highway Authority are content that sufficient car parking is provided across the site.

Cycle Parking

The proposed requirement for cycle parking is the same when the existing and proposed uses are compared. The Highway Authority are therefore content that no additional cycle parking is required.

Based on the insufficient information that has been provided in relation to capacity impacts and the other on site matters the Highway Authority objects to the proposal on the following grounds.

Reasons for Refusal

Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy TR3 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of internal footway provision and, as a result, is in conflict with Local Plan Policy TR3.

The layout does not comply with the Local Planning Authority's standards in respect of vehicle parking. This could result in inconsiderate parking within the wider car park, adversely affecting road safety and the flow of traffic, and in conflict with Policies TR3 and TR5 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of servicing and, as a result, is in conflict with Local Plan Policies TR3 and TR5.

Darren Cook
Transport Development Control Manager

Appendix B: RBC Consultation Response – April 2023

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Joel Grist joel.grist@reading.gov.uk
Date: 3rd April 2023
Re: Consultation on Planning Application

Application Number: 221110

Application Type: Full Planning Approval

Address: Reading Retail Park Oxford Road Reading

Proposal: Proposed use of Unit 2 and Unit 6 as a foodstore (Class E) including rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works

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To accompany this planning application a Transport Statement has been submitted to which my comments are as follows:

Site Location and Accessibility

The application site is Unit 2 and Unit 6 of Reading Retail Park, which is located off the southern side of Oxford Road and is located amongst other existing commercial / retail uses which include Wickes Building Supplies, The Gym, Wren Kitchens, B&M, Pets at Home, and KFC.

Both vehicular and servicing / delivery access are achieved from the priority junction arrangement with Oxford Road, which is located at the northern boundary of the site. This features a ghost-island right turn access and a left-turn only egress arrangement onto Oxford Road, whilst the internal retail park network is subject to 10mph speed limit and comprises traffic calming measures and zebra crossing points throughout.

Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. The applicant has reviewed the 'National Travel Survey (NTS) 2019' (DfT) and found that 80% of all trips of less than 1 mile (1.6km) were made on foot. It should be noted that a new NTS for 2020 has been published which found that 82% of trips under 1mile (1.6km) are undertaken on foot. However, as expressed by the applicant due to COVID-19 the 2020 NTS may not provide wholly accurate information and therefore it is the Highway Authorities view that 2019 data should be used.

The 2019 NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance. The applicant has referred to PPG13, which is now superseded, to identify an upper limit of 2km, however 'Guidelines

For Providing For Journeys On Foot' published by The Institution Of Highways & Transportation in the year 2000 stipulates the following at Paragraph 3.34:

For shopping, Carley and Donaldsons (1996) advise that that "acceptable" walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

The Highway Authority are not aware of any other walking assessment and the applicant has not referenced any either and therefore the walking distance would be well short of that specified by the applicant. However, this would still accommodate a significant catchment of residential properties within the vicinity of the application site.

Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

Existing Infrastructure

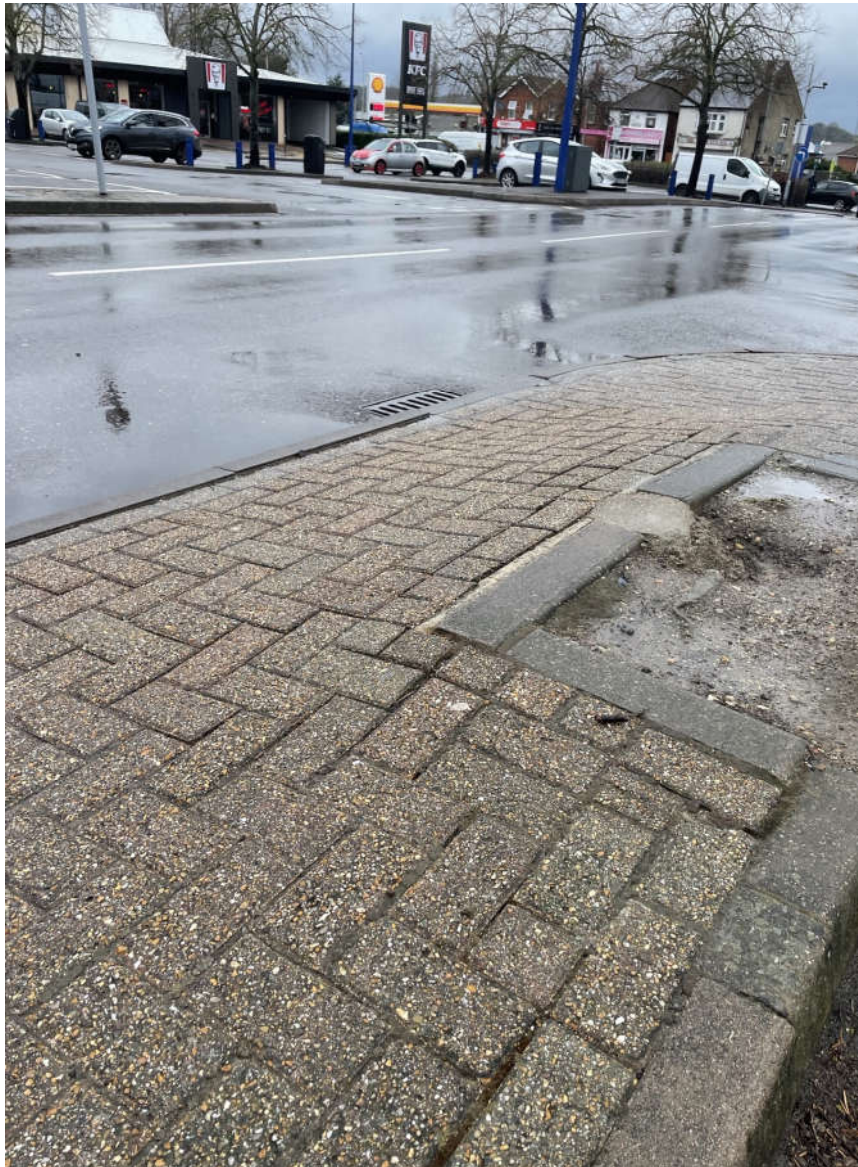
The applicant stipulates that the site benefits from a good level of permeability to the surrounding pedestrian footway network, with a 1.2m footway linking from Reading Retail Park to the existing footway provision on the southern side of Oxford Road. However, it is noted that the footway specified by the applicant is in fact littered with bollards, posts, signage, dropped kerbs that are an unacceptable height as well as incorporating trees. The surface is also considerably uneven around the trees that would cause difficulties for pedestrians that are mobility impaired or are partially sighted.

Subsequent, to the Highway Authorities initial comments it is noted that the crossing point within the existing car park along the pedestrian route to the store has now been provided with any tactile paving however as previously stated the width of the footway significantly reduces at the area where pedestrians would be required to cross. See image below for reference.









The applicant has not provided a multi modal assessment of the application to determine whether the proposal would result in an increase in pedestrian trips, but it is likely that this would be the case. As a result, pedestrian improvements to the site should be provided to encourage alternative modes of travel to and from the site and comply with the NPPF which states at Paragraph 112 that development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

Given that it is anticipated that there would be an increase in pedestrian trips to the site improved pedestrian facilities should be provided between the store and the Public Highway.

The Oxford Road benefits from illuminated, surfaced footway provision c.2m wide - which increases in width along various sections in the vicinity of the Reading Retail Park site frontage - and numerous, signalised pedestrian crossing points. The footways present on both sides of the carriageway also benefit from dropped kerbs and associated tactile paving.

In terms of cycling, delineated cycle lanes are present on either side of the carriageway in the vicinity of the Reading Retail Park site frontage, whilst Advanced Stop Lines are also present at the signal crossing to the northwest of the Oxford Road / Reading Retail Park priority junction.

The site is within a comfortable catchment of up to 5km to a range of residential estates / areas and, therefore, it is anticipated that both employees and visitors will be able to utilize cycling as a mode of travel to / from the site.

Public Transport

The site is accessible in relation to public transport with bus stops located directly outside the application site for services heading east and west. This therefore provides suitable access for those living along the Oxford Road towards the town centre and those that live to the west within various parts of Tilehurst.

The applicant has undertaken an assessment of the bus services and has only taken account of routes 143 and BB3 which provides a total of 13 services throughout the course of the day which the applicant concludes is acceptable. The Highway Authority does not deem this to be acceptable however, this stop is also served by routes 16, 17, 85 and 91 operated by Reading Buses. Routes 16 and 17 provide up to 11 services an hour alone in both directions and therefore provides an acceptable level of public transport.

Access Strategy

Vehicles

The vehicle access into the site is to remain unaltered to the existing arrangement and in principle this has been deemed acceptable given that the size of vehicle entering the site will not alter as a result of the development, with articulated vehicles already serving the site.

Pedestrians & Cyclists

The applicant has stated that the proposed pedestrian / cyclist access arrangements of Reading Retail Park - and thus the application site - shall remain as existing. It is agreed that direct connections are available to the site from the existing infrastructure in place along Oxford Road however, pedestrian routes within the site do not provide for tactile paving along the key desire lines with crossing points provided at areas with narrow footways as I have expressed previously within the consultation response. The proposed development does not promote sustainable transport within the confines of the Reading Retail Park and the pedestrian facilities should be reviewed further.

Servicing

The applicant has stated that servicing / delivery access to the application site is to be located at the rear via the existing service yard. Tracking diagrams have been submitted that indicate that adequate turning can take place to the rear via the proposed service ramp. However, the tracking diagrams do indicate that a delivery vehicle would come into conflict with the footway and bollards to the front of the site. This is likely to be because the tracking has not been extended to the west as it undertakes the turn assuming that this is a hard feature however the feature illustrated on the drawing is a drainage channel and therefore could be overrun by a vehicle. For clarity an updated tracking drawing should be provided confirming that this manoeuvre can take place without any conflicts occurring.

As previously stated the changes to the rear servicing area signify a considerable change to the servicing of not only the proposed unit but also the retained gym located adjacent. The applicant has however failed to provide any detail on the servicing for this use. Further information is therefore required illustrating the tracking for service vehicles for this unit entering and leaving the service yard in forward gear without interrupting any other units.

Tracking has also been provided for the retained Wickes store however this is not accurate as the turning area indicated is in fact the external retail space as indicated within the original application drawings. Revised tracking diagrams indicating the correct servicing arrangements are therefore required.

Trip Rate Analysis

To establish the trip generation associated with both the existing and proposed site uses the applicant has utilized the Trip Rate information Computer System (TRICS), this is an acceptable methodology for assessing trip attraction and has been accepted by planning inspectors during planning appeals.

To assess the development it has been proposed to assess the existing and proposed uses during the following scenarios:

- a) Weekday typical AM peak (08:00 to 09:00);
- b) Weekday typical PM peak (17:00 to 18:00); and
- c) Saturday operational peak(s).

These proposed timings are acceptable to the Highway Authority.

Existing Trip Attraction: Non-Food Retail (2,492sq.m)

In order to assess traffic attraction associated with the existing uses of the application site (i.e. non-food retail - 2,492sq.m), the TRICS database has been interrogated and the retail land use of 'other individual non-food superstore' was selected. This has been accepted by the Highway Authority as an acceptable comparison to the application site.

The Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. These trip rates are provided in the Table 1 below.

Table 1

Time Period	Trip Rate (per 100sqm)			Trip Attraction (2,492 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	0.146	0.00	0.146	4	0	4
PM Peak (5pm-6pm)	0.839	1.058	1.897	21	26	47
Saturday Operational Peak (12pm-1pm)	4.674	4.729	9.403	116	118	234

Proposed Use: Discount Food Retail (2,013sq.m)

The proposed planning permission sought is for the amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m). The TRICS database has therefore been interrogated by the applicant for 'Discount Food Retail' units and again is an acceptable approach.

Again, the Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. It is however noted that the TRICS printout has not been provided for the weekend assessment and a duplicate weekday assessment has been included within the Appendices, however I have reviewed the data as provided within Table 5.2 of the Transport Statement.

It has however been noted that Table 5.2 of the Transport Statement is in fact incorrect in terms of the calculation of the trip attraction and the correct figure are provided within the Table 2 below.

Table 2

Time Period	Trip Rate (per (100sqm))			Trip Attraction (2,013 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	2.923	2.249	5.172	59	45	104
PM Peak (5pm-6pm)	3.926	4.466	8.492	79	90	171
Saturday Operational Peak (12pm-1pm)	6.496	6.838	13.334	131	138	268

Net Trip Impact

In order to consider the overall net trip impact of the development proposal on the local highway network, a comparison of the existing and forecast trips has been set out in the Table below.

Table 3

Development Type	Time Period	Net Trip Impact		
		Arrivals	Departures	Total
A - Existing Use: Non-Food Retail - Carpetright & Halfords (2,492sq.m)	AM Peak (8am to 9am)	4	0	4
	PM Peak (5pm to 6pm)	21	26	47
	Saturday Operational Peak (12pm-1pm)	116	118	234
B - Proposed Use: Discount Food Retailer	AM Peak (8am to 9am)	59	45	104
	PM Peak	79	90	171

(2,013sq.m)	(5pm to 6pm)			
	Saturday Operational Peak (12pm-1pm)	131	138	268
Total Development (B-A)	AM Peak (8am to 9am)	55	45	100
	PM Peak (5pm to 6pm)	58	64	124
	Saturday Operational Peak (12pm-1pm)	15	20	34

The Table above indicates that the proposed development is expected to result in an increase in traffic attraction of approximately 100, 124, and 34 two-way vehicle trips in the weekday AM, PM, and Saturday peak periods, respectively.

Trip Types and Discounts

In relation to the net trip impact of the development proposal, the applicant considers that the majority of trips associated with the proposed discount food retailer shall not be entirely 'new' to the network. It is proposed by the applicant that a percentage will be 'linked' to the other existing destinations within the retail park and / or the surrounding area and as such are already taking place.

However, within the Technical Note the applicant has provided a review of the application taking account of TRICS Research Report 14/1 which provides the latest guidance of how these should be assessed.

With this in mind the applicant has recently commissioned a customer trip type survey at a donor site (i.e. a discount retail store) to ascertain a breakdown of trip types. However, the Highway Authority would stress that the application is for a food retail store that may have a different trip composition and also the applicant has provided no detail as to the location / site characteristics of the surveyed site. As such the Highway Authority would be unable to accept the data that has been presented unless it can be confirmed that the sites are comparable.

Irrespective of the above the Highway Authority would advise that linked trips are described as follows:

Linked Trips - these are trips made by those already attending the local retail offering for other purposes. Consequently, these trips have no impact on the study network.

The applicant would therefore need to identify what level of trips are already being undertaken to the existing offer located in the immediate surrounding area but this has not been undertaken. A proportion of linked trips therefore cannot be discounted from the assessment.

The applicant has included a significant reduction taking account for linked trips based on the fact that they will visit another destination either on there way to or from the surveyed store. Now not knowing whether those trips were to the local area or further afield makes including these trips as linked trips impossible.

It should be noted that TRICS Research Report 14/1 provides at Appendix G a useful guide as to the type of questions required to ascertain what level of trips would be pass by / diverted trips and these include the following:

“Is this location your only destination, or are you coming from or going elsewhere?”

“If you were not visiting this location, would you have used [INSERT ROAD NAME] as party of your journey to your other destination(s)?”

“Is this store your usual destination for food shopping?”

Although the first question has been asked the other two have not and so the applicant cannot claim to know exactly what level of trips are pass by / diverted.

What is however telling is that to the question ‘When you left home today, was it always your intention to come to Home Bargains?’ 91% answered Yes. The answer to this question confirms that this is the primary trip and it is likely that the other destinations either side of this visit are linked to this trip.

Based on the insufficient information provided within the Technical Note the Highway Authority would only be able to confirm at this stage that a reduction of just 9% would be suitable from the net increase in trips. As such this would make a negligible difference to the trip generation stipulated in Table 3 above.

In addition to this and as previous explained the site access is a left exit only and therefore any pass by trips that are ultimately heading east would require drivers to travel through the Norcot Road / Oxford Road / Wigmore Lane roundabout junction twice. The applicant has failed to address this within the assessment undertaken given that no journey distribution has been indicated with this solely based on the existing distribution at the junction. This must be clarified.

In relation to the actual junction assessments undertaken I would advise that the assessment undertaken is not accurate given the concerns against the trip rates and I would also question the following:

Oxford Road / Site Access

- The junction assessment does not fully assess the impact to Arm A Oxford Road east and identifies Arm A to Arm B and Arm A to Arm C as separate movements as if they are individual lanes when they are in fact a single lane.
- The geometry of the junction also does not appear to be correct as the carriageway widths appear to be greater than is the case and the length of the right turn lane is not included. The applicant should confirm the geometry on a drawing.
- The Oxford Road / Norcot Road / Wigmore Lane roundabout junction does result in queuing back along the eastern approach of the Oxford Road which regularly extends back across the site access including outside the peak periods. The signalised pedestrian crossing also leads to queuing back across the site access. The applicant must therefore include this impact within any future model of the junction.

Oxford Road / Norcot Road / Wigmore Lane Roundabout

- Having reviewed with the Councils StreetWorks team it is noted that Thames Water Road works were taking place adjacent to 553 Oxford Road located 500m to the east between the 19th and 21st May as well continued upgrades to Reading West Station also located on the Oxford Road 1.7km from the site which have been ongoing for

considerable months. Both required the use of multi way temporary traffic lights which would have resulted in a significant reduction in traffic utilising this route within the peak periods and / or due to the congestion caused would have reduced the number of vehicles travelling through the junction. The Highway Authority are therefore unable to accept the survey data presented to date.

- The assessment does not appear to include the provision of the zebra crossings on three of the junction arms and the signalised pedestrian crossing on the other, these should be included within the assessment.
- The geometry of the junction also does not appear to be correct as the carriageway widths appear to be greater than is the case. The applicant should confirm the geometry on a drawing.

Taking the above into account the Highway Authority cannot agree to the applicant's assessment into the proposed trip generation.

Car Parking

In order to assess whether the car parking arrangements are suitable to accommodate the additional forecast demand associated with the development proposal, the applicant has undertaken car parking surveys to identify the residual capacity during the busiest operational periods.

Parking Survey

The parking survey was undertaken at Reading Retail Park on Friday the 22nd of May 2022, between 15:00 and 19:00, and Saturday the 21st of May 2022, between the hours of 10:00 and 16:00. These were to identify the residual capacity during the busiest operational periods and the timings of these have been deemed acceptable.

Weekday

The parking survey indicates that during the peak period of parking accumulation (between 18:30 and 19:00), there was an existing demand for 116 car parking spaces, which is equal to 27% of the surveyed car park capacity area.

Saturday

The parking survey indicates that during the peak period of parking accumulation (between 13:00 and 13:30), there was an existing demand for 176 car parking spaces, which is equal to 41% of the surveyed car park capacity area.

It is therefore accepted that the proposed car park is currently underutilized during the weekday and weekend periods.

In relation to the proposed car parking requirement for the site the Highway Authority refer to the Councils adopted Revised Parking Standards and Design Supplementary Planning Document. This highlights that a food retail store and a general retail store in excess of 1,000sqm would warrant the same car parking requirement. Given that the proposal does in fact reduce in floor area therefore reduce the parking demand, the Highway Authority are agreeable that no additional parking would be required.

However, the applicant has undertaken a car park accumulation survey utilizing the trip rate analysis to establish what level of car parking would be provided for the proposed change of use.

This is an acceptable methodology although I would agree with the applicant that not all of these forecast vehicle trips shall be 'new' and only associated with the application site. The Highway Authority as specified above does not however agree to the split in relation to new, diverted, pass by trips and therefore the parking requirement should not include any reduction at this time.

Weekday

The forecast demand of 47 parked cars is indicated to take place between 10:00 and 11:00 on a weekday morning. Considering the overall proposed capacity (i.e. 439 spaces) and the previously detailed weekday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to 36 cars between 10am and 11am which would result in an increase of just 11 cars when compared to the forecast demand. The peak demand for the existing would be between the hour of 4pm and 5pm which equates to 41 parked cars, however the proposed number of parked cars during this hour is also 41 cars creating no change in demand.

The Highway Authority are therefore content that no further car parking is required for the weekday period.

Saturday

The forecast demand of 63 parked cars is indicated to take place between 11:00 and 12:00 on a Saturday morning. Considering the overall capacity (i.e. 439 spaces) and the previously detailed Saturday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to a peak demand of 65 cars between 10am and 11am which would result in a reduction of just 2 cars when compared to the forecast demand.

The Highway Authority are therefore content that no further car parking is required for the weekend period.

It is also noted that the existing site layout includes the provision of three trailer bays located adjacent to the trade entrance to the Wickes store. It is likely that these bays are associated with that use and were included within the planning requirement for the Wickes store. The proposal previously included the loss of these three bays however an assessment has now been undertaken which has established that there is a demand for 2 bays which the applicant has stated will be provided on site. It is accepted that there is sufficient spare capacity in which to reduce the provision on site to provide these trailer bays however a revised drawing is required illustrating the location and layout to ensure that this is satisfactory. Given there are other aspects that need to be addressed and to avoid the need for conditions a revised drawing should be submitted for review.

Overall, the Highway Authority are content that sufficient car parking is provided across the site.

Cycle Parking

The proposed requirement for cycle parking is the same when the existing and proposed uses are compared. The Highway Authority are therefore content that no additional cycle parking is required.

Based on the insufficient information that has been provided in relation to capacity impacts and the other on site matters the Highway Authority objects to the proposal on the following grounds.

Reasons for Refusal

Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy TR3 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of internal footway provision and, as a result, is in conflict with Local Plan Policy TR3.

The layout does not comply with the Local Planning Authority's standards in respect of vehicle parking. This could result in inconsiderate parking within the wider car park, adversely affecting road safety and the flow of traffic, and in conflict with Policies TR3 and TR5 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of servicing and, as a result, is in conflict with Local Plan Policies TR3 and TR5.

Darren Cook
Transport Development Control Manager

Appendix C: RBC Consultation Response – August 2023

Hi Matt,

Apologies for the delay in responding to you.

I have reviewed the document and can confirm the following points:

- The Highway Authority does not agree with the assessment that improvements made prior to the application mitigate the impacts of the development especially as the improvements have not provided facilities that are to the required standards. I would also advise that the two applications referenced within the attached only relate to associated tree works and do not provide any details of works surrounding the trees and as such they have not been party to any formal approval process. The Saturday assessment results in an increase of 91 pedestrian trips in the Peak hour and it is noted that across the whole day this equates to an additional 610 pedestrian movements. The daily weekday increase equates to 267.

These are significant increases and as such the development will be required to make improvements to the internal pedestrian network by way of reduced upstands to dropped kerbs and widening of the footway around the crossing points. It is appreciated that standards do allow for reductions in footway widths but the narrowing's should not take place at crossing facilities that would prove difficult for those with disabilities, buggies etc to navigate. The NPPF clearly states that pedestrian and cycle movements must be given first priority and as such the pedestrian facilities must be improved.

I would add that some of these facilities may require the loss of car parking from within the wider site but given that the application has previously confirmed that an overprovision of car parking exists and the applicant owns the entire site then this would not create any issue for these improvements to be provided.

- The Highway Authority has reviewed the proposed donor sites and these have been accepted. As suggested at the meeting it would be worth the Highway Authority reviewing the proposed questions to be included within the survey to ensure that the required outcome is achieved and ensure that not further work is required.
- Although it is assumed the surveys have now been undertaken the Highway Authority conforms acceptance of the parameters outlined within the attached.
- The submitted document does not outline the servicing arrangements for the adjacent gym and therefore this must be provided.
- I have not had an opportunity to review the junction dimensions as yet but this can be undertaken as part of any future submission should I not be able to review this in the interim period.

I hope that the above clarifies the Highway Authorities position but should you require anything further then please let me know.

Kind regards,

Darren Cook

Transport Development Control Manager

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

Reading Borough Council

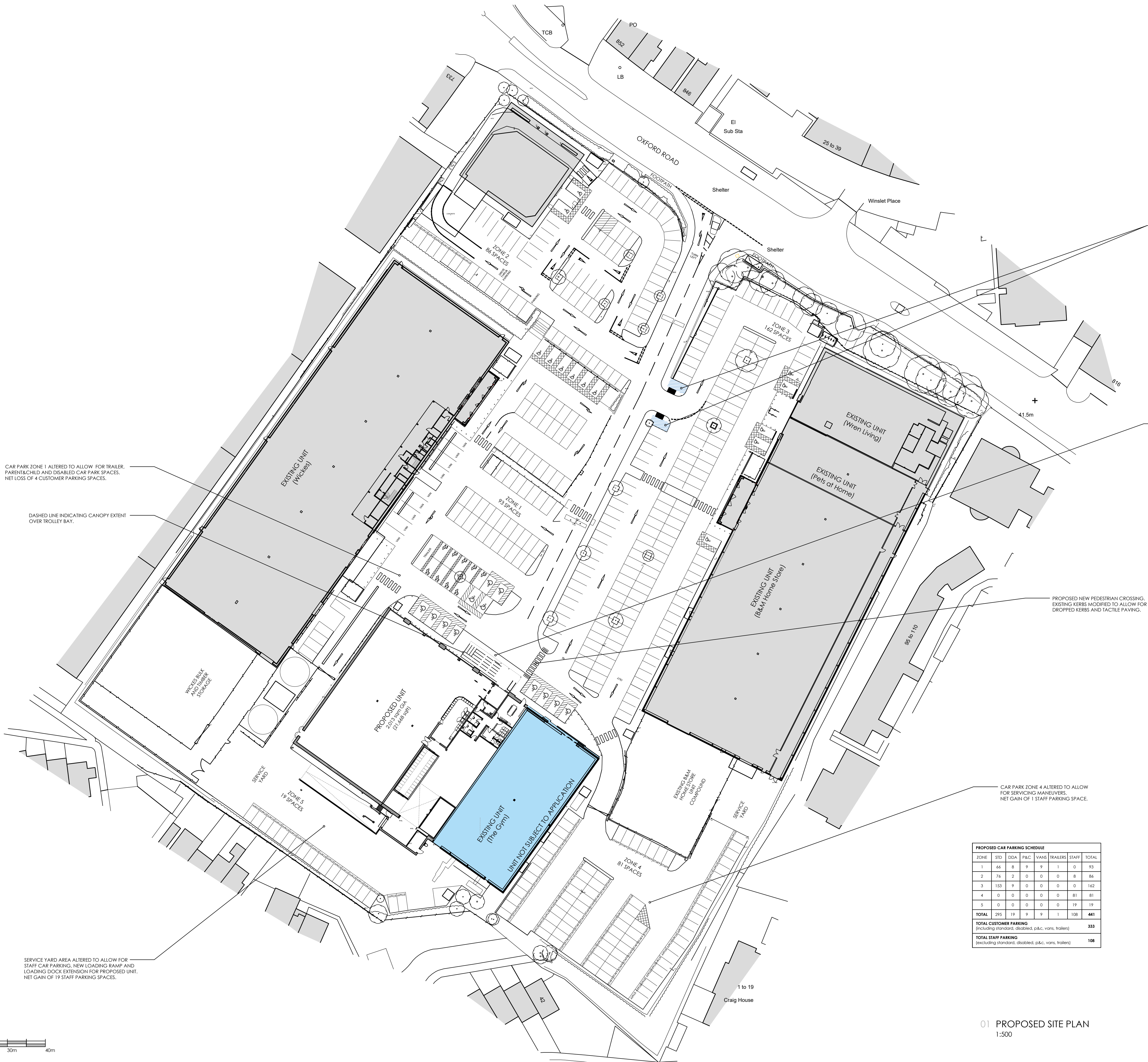
Civic Offices

Bridge Street

Reading

RG1 2LU

Appendix D: Revised Proposed Site Layout Plan



PROPOSED PAVING TO MATCH EXISTING.

2ND. EXISTING PARKING SPACES TO BE REMOVED AND CONVERTED TO HARDSTANDING TO IMPROVE PEDESTRIAN ACCESS WITH KERB RADII RATIONALISED TO IMPROVE PEDESTRIAN ACCESS.

PROPOSED NEW PEDESTRIAN CROSSING. EXISTING KERBS MODIFIED TO ALLOW FOR DROPPED KERBS AND TACTILE PAVING.

CAR PARK ZONE 4 ALTERED TO ALLOW FOR SERVICING MANEUVERS. NET GAIN OF 1 STAFF PARKING SPACE.

PROPOSED CAR PARKING SCHEDULE							
ZONE	STD	DDA	P&C	VANS	TRAILERS	STAFF	TOTAL
1	44	8	9	9	1	0	93
2	74	2	0	0	0	8	86
3	153	9	0	0	0	0	162
4	0	0	0	0	0	81	81
5	0	0	0	0	0	19	19
TOTAL	295	19	9	9	1	108	441
TOTAL CUSTOMER PARKING (including standard, disabled, p&c, vans, trailers)							333
TOTAL STAFF PARKING (excluding standard, disabled, p&c, vans, trailers)							108

- APPLICATION SITE BOUNDARY (7.459 sqm / 1.84 acres)
- OTHER LAND IN APPLICANTS OWNERSHIP
- UNIT NOT SUBJECT TO APPLICATION

G	24/08/23	PARKING SPACES CONVERTED INTO HARDSTANDING	JT	DRW
F	14/08/23	GENERAL REVISION	JT	DRW
E	14/01/23	FOOTWAY MADE SHORTER FOR BETTER VEHICLE ACCESS	JT	DRW
D	12/01/23	CAR PARK, SERVICE YARD GATE AMENDMENT	JT	DRW
C	14/11/22	HATCH COLOUR TO GYM UNIT	JT	DRW
B	14/11/22	NOTE ADDED TO GYM UNIT	JT	DRW
A	22/04/22	GENERAL REVISION	DP	DRW
Rev	Date	Description	Rev By	Ch'd By

Project Title	PROPOSED DEVELOPMENT UNIT 2 & UNIT 6, READING RETAIL PARK 709-731 OXFORD ROAD READING RG30 1PR		
Client	COLUMBIA THREADNEEDLE INVESTMENTS		
Status	PLANNING		
Scale	1:500	Drawing Size	A1
Date	16/01/2023	Drawn By	JT
		Checked	DRW
Drawing Title	PROPOSED SITE PLAN		
Job-Dwg No.	15044-1-108	Rev	G

- ☐ 2 St. Johns North, Wakefield, WF1 3GA t. 01924 291800
- ☐ Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
- ☐ The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577
- ☒ 101 London Road, Reading, RG1 8BY t. 0118 9507700
- ☐ 10 Gess Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215



01 PROPOSED SITE PLAN
1:500

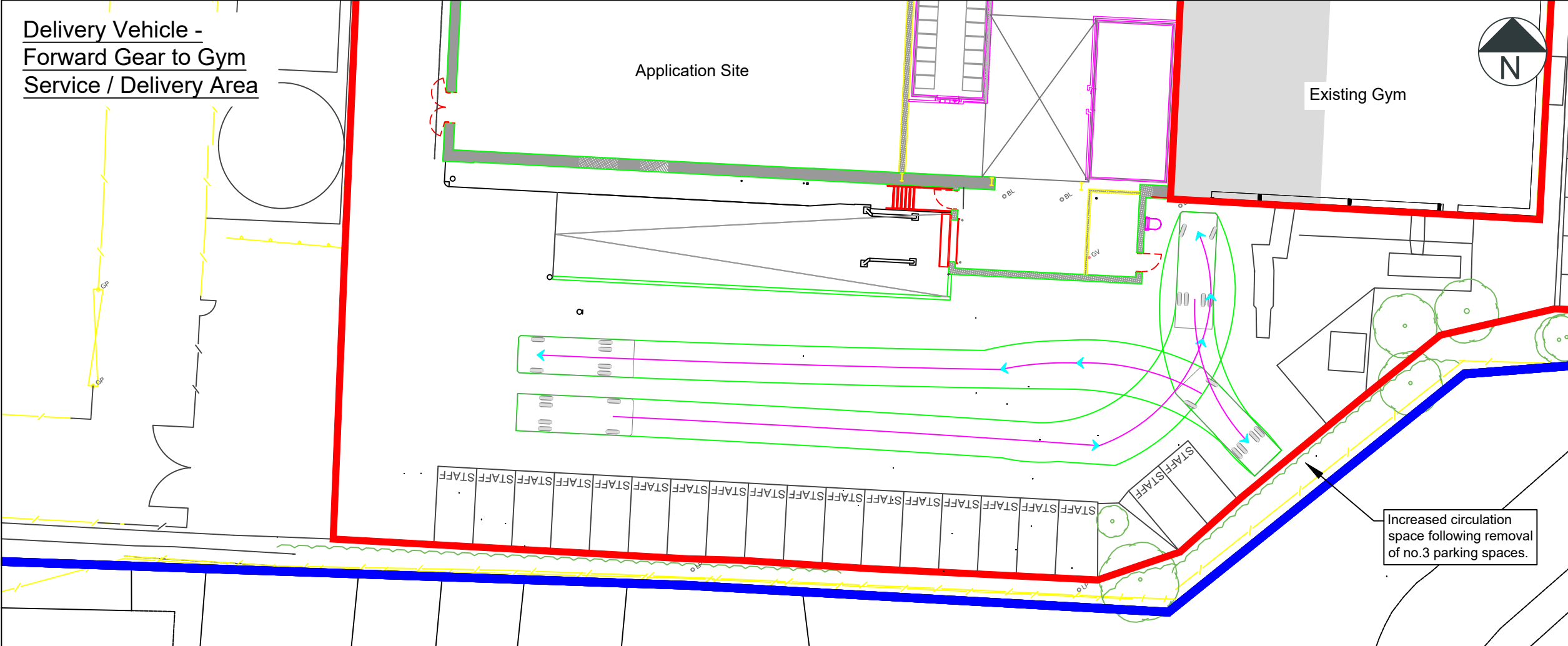
Appendix E: Reading Retail Park Pedestrian Footway Photos – August 2023



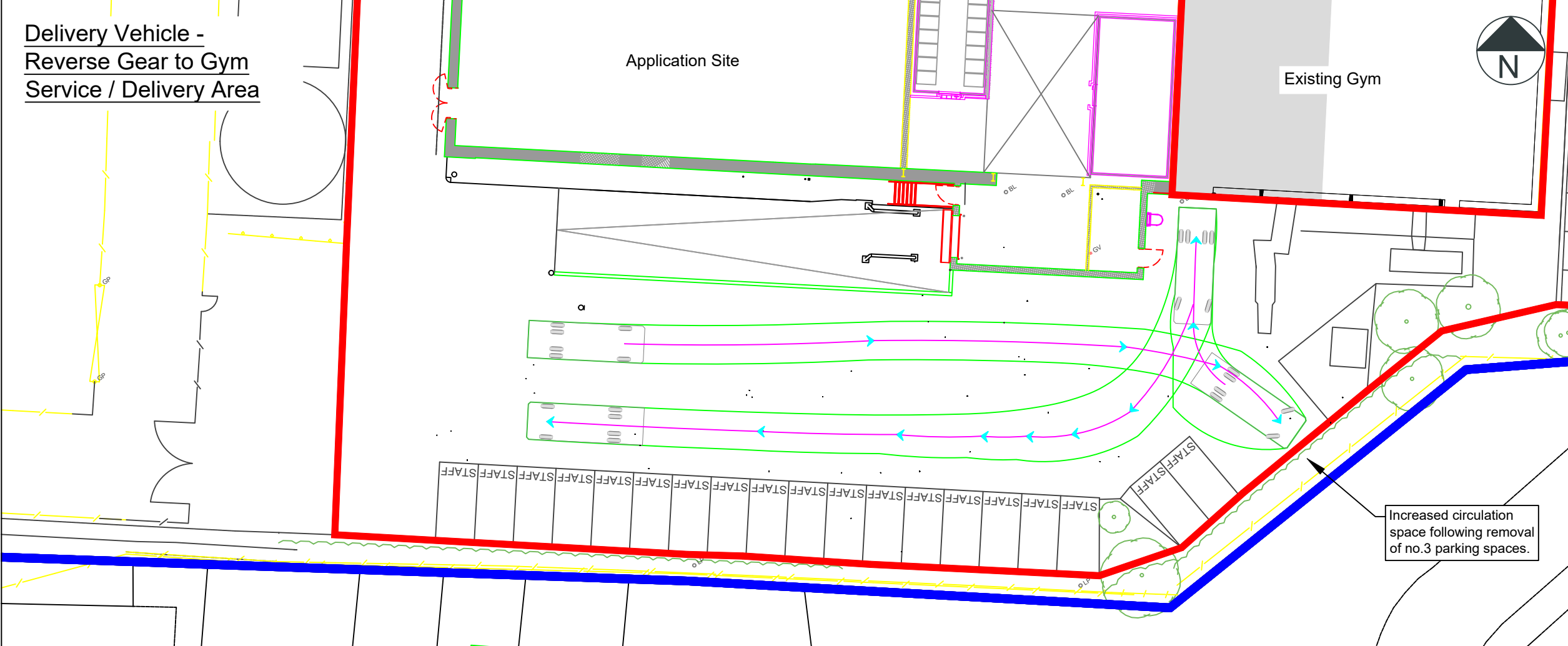


Appendix F: Swept Path Analysis Drawings – Servicing & Delivery (Foodstore)

Delivery Vehicle -
Forward Gear to Gym
Service / Delivery Area



Delivery Vehicle -
Reverse Gear to Gym
Service / Delivery Area



- Notes:
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This drawing is based on the Architect's layout by The Harris Partnership Architects - Drawing No.15044-1-108F.
 3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

- Key:
- Indicative red line boundary
 - Indicative blue line boundary

Vehicle Profile:

SRIGID

	metres
Width	: 2.30
Track	: 2.12
Lock to Lock Time	: 6.0
Steering Angle	: 42.7

Rev	Date	Details	By	Chkd
-	-	-	-	-

rappor

rappor.co.uk

CLIENT: CT UK Property Authorised Investment Fund

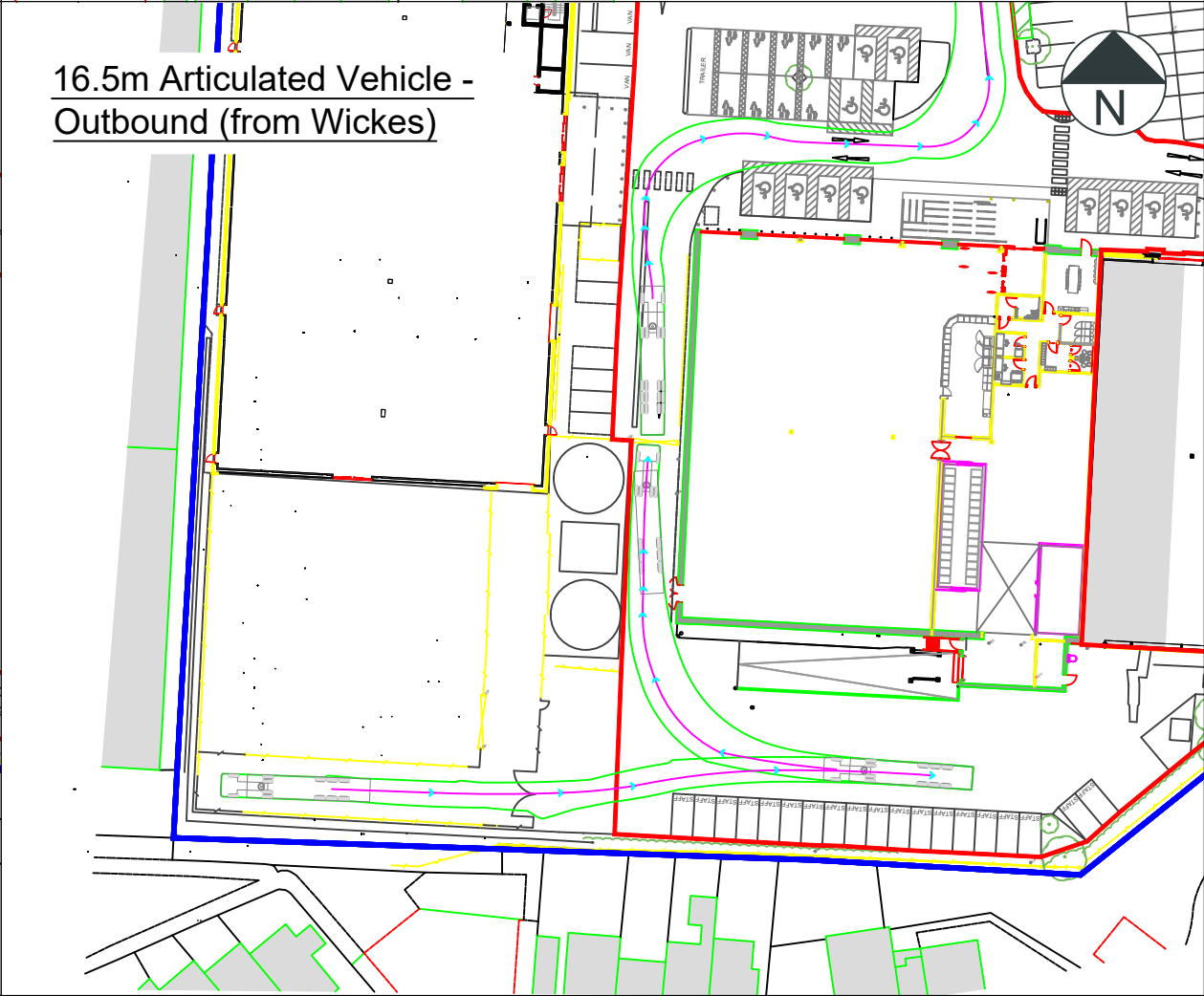
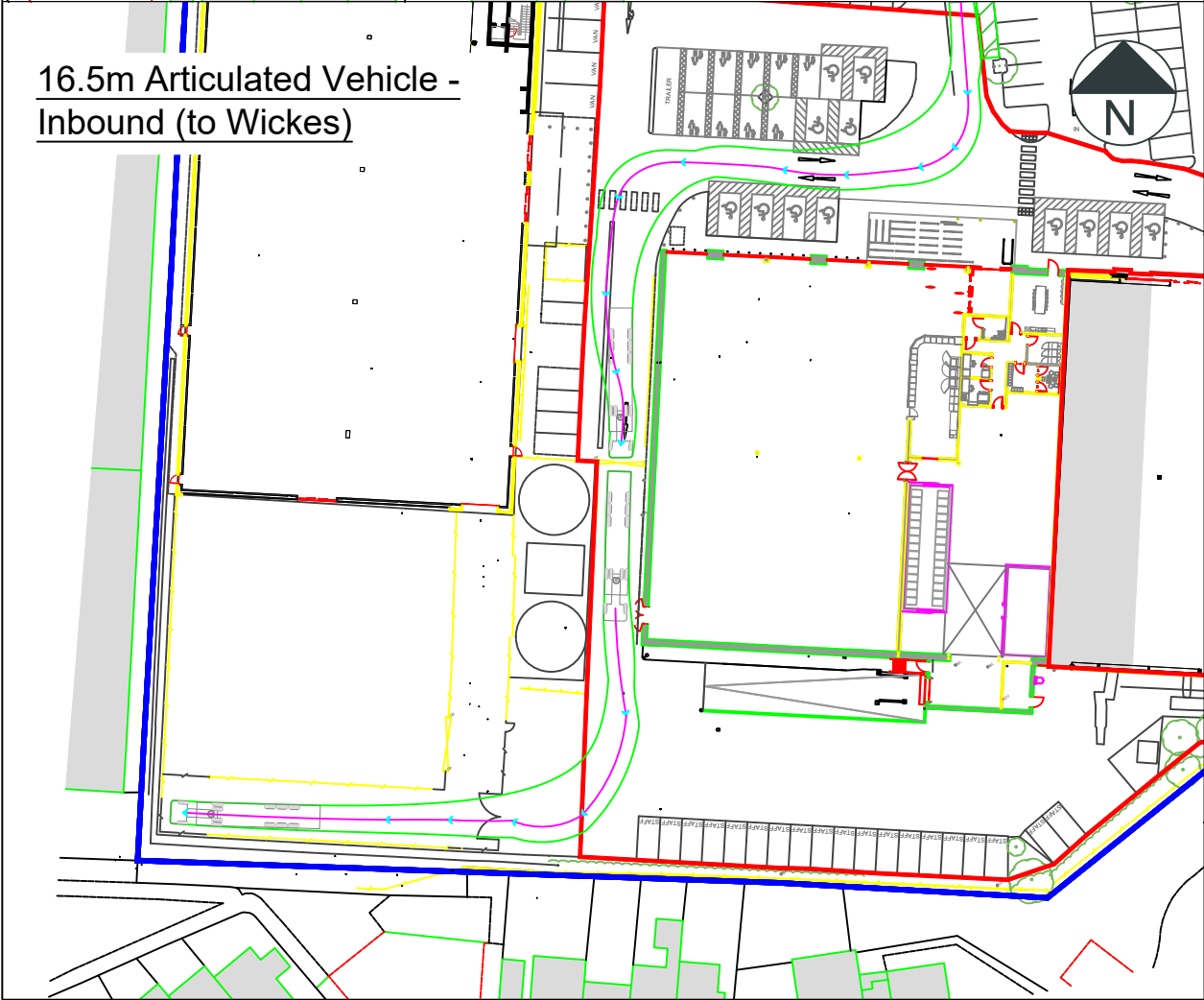
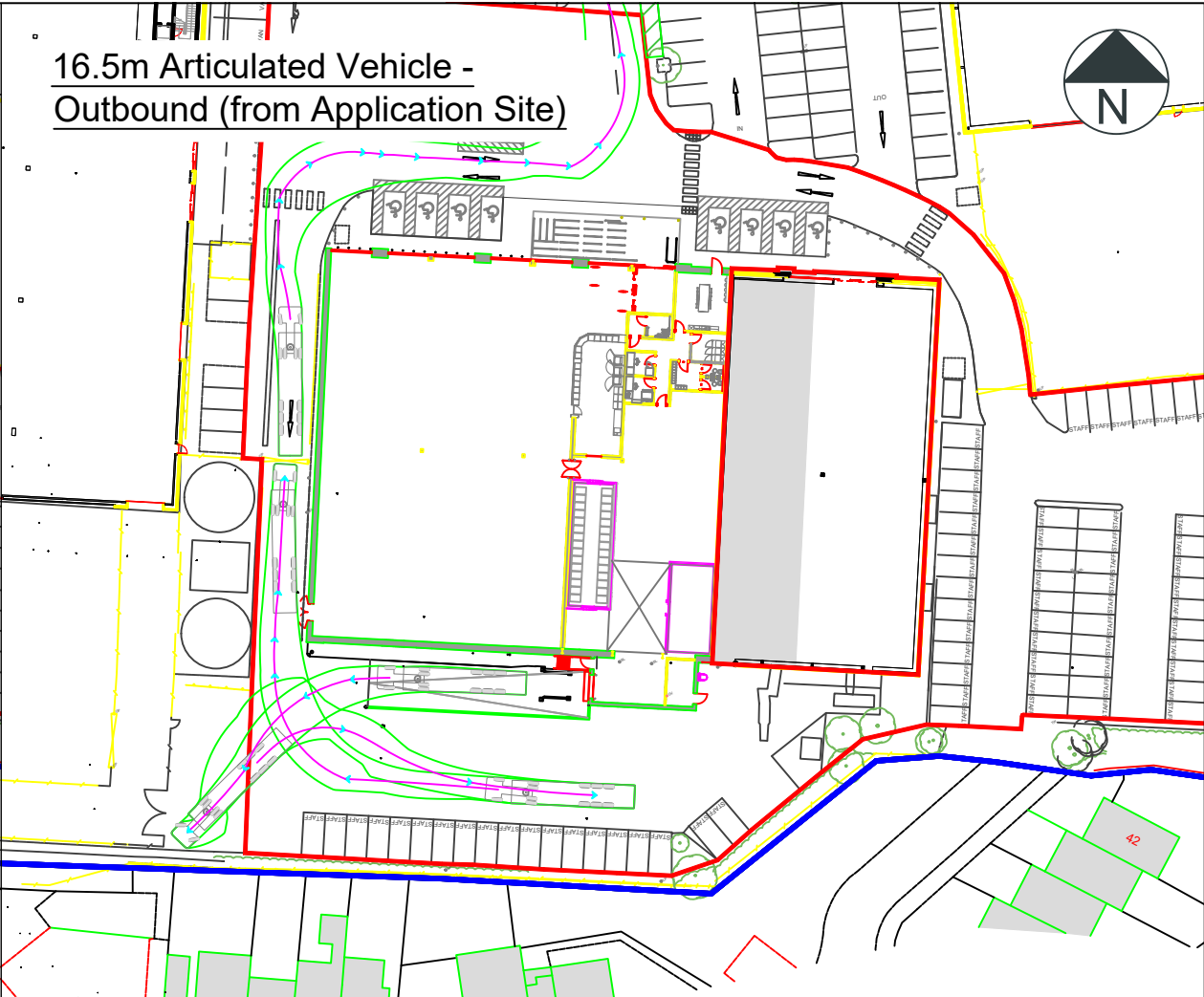
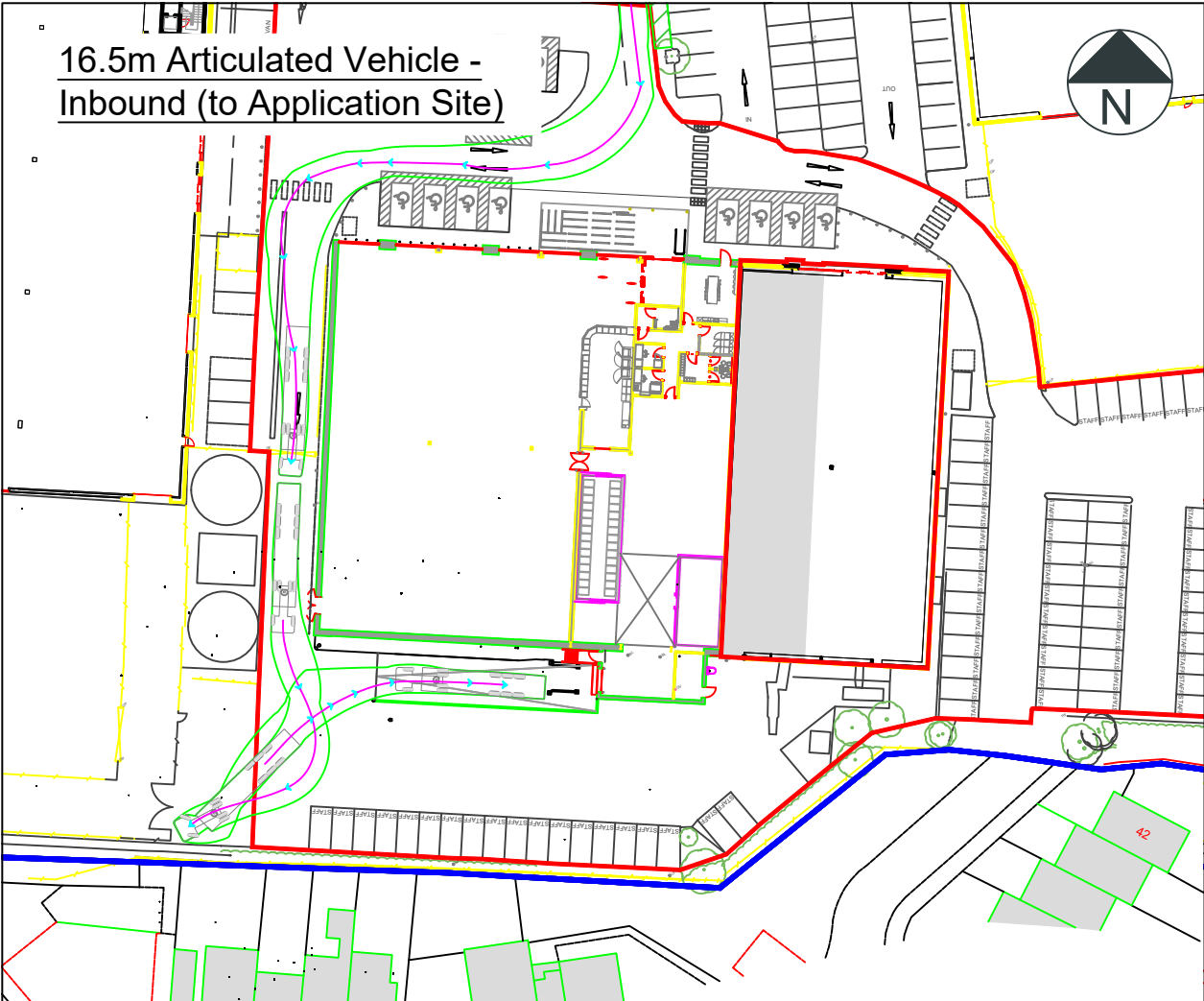
PROJECT: Units 2 and 6,
Reading Retail Park, Oxford Road, Reading

TITLE: Adjacent Unit Swept Path Analysis -
Delivery Vehicle

SCALE @ A3: Not to Scale	DATE: 24.08.23	DRAWN: MM	CHECKED: TS	APPROVED: AP
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STATUS: INFORMATION

DRAWING NO: 220346-RAP-XX-XX-DR-TP-4200	REVISION: P01
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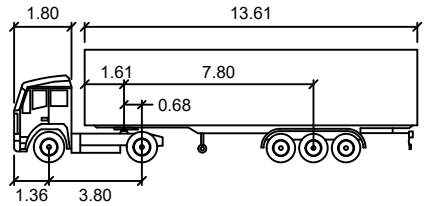
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by The Harris Partnership Architects - Drawing No.15044-1-108F.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

Key:

- Indicative red line boundary
- Indicative blue line boundary

Vehicle Profile:



16.5m Articulated Vehicle			
Tractor Width	2.55	Lock to Lock Time	6.0
Trailer Width	2.55	Steering Angle	42.7
Tractor Track	2.55	Articulating Angle	70.0
Trailer Track	2.55		

Rev	Date	Details	By	Chkd

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CLIENT: CT UK Property Authorised Investment Fund

PROJECT: Units 2 and 6,
Reading Retail Park, Oxford Road, Reading

TITLE: Internal Swept Path Analysis -
16.5m Articulated Vehicles

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1 : 250	24.08.23	MM	TS	AP

STATUS: INFORMATION

DRAWING NO:	REVISION:
220346-RAP-XX-XX-DR-TP-4100	P01

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