

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU

To: Richard Eatough

Date: 22nd April 2022

Re: Consultation on Planning Application

Application Number: 220364

Application Type: Adjacent Authority Consultation

Address: The Piggery Gravel Hill Reading, RG4 8QL

Proposal: Demolition of B1c workshops and construction of two detached dwellings

The proposal is for the erection of 2 houses at the Piggery, Gravel Hill north of the Borough boundary, South Oxon reference P22/S0339/ND1. This is a resubmission of planning application P21/S0897/ND1 210416. Given that an objection has been raised for the previously submitted scheme this application has been accompanied by a Transport Statement.

To ascertain the difference between the proposed and existing uses the applicant has undertaken a trip rate analysis in relation to vehicle trips. To establish the trip rates the applicant has utilised the Trip Rate Information Computer System (TRICS) which is an acceptable methodology.

This assessment has established that the proposed development will result in a net reduction and as such the principle of this development has been deemed acceptable.

Time Period	Net Change		
	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	-1	0	-1
PM Peak (17:00-18:00)	+1	-1	0
Daily (07:00-19:00)	-1	-1	-2

Table 5.3: Net Change in Trip Generation

Although the proposed units are located within South Oxfordshire the proposed site access and Public Highway fronting the site is within the Borough of Reading.

The proposed access is 5.8m wide at the point to which it meets the Public Highway but this is quickly reduced to a width of 4m once 5m into the site. This would allow for the provision of two cars to pass at the site access ensuring that no queuing would be required on the Public Highway. This requirement would comply with DfT document Manual for Streets and as such has been deemed acceptable.

Visibility splays have been illustrated at the access to comply with DfT document Manual for Streets for a 30mph vehicle speed. This has been accepted albeit that the actual speed limit of the road is the National Speed Limit, I am therefore happy that no speed surveys are required to distinguish the actual speeds given the development is not increasing vehicle trips in the area and the proposed access would be improved over that historically provided for the site.

It should be noted that the closest footway to the west is 645m from the site on Kidmore Road and 680m to the east at the St Barnabas Road / Tredegar Road roundabout junction. It should also be stressed that the nearest bus stop to the west is 1km from the site and 1.1km to the east. This distance would be well in excess of 400m desirable distance to a bus stop.

The applicants Transport Statement refers to greater distances pedestrians are willing to walk. However, the desirability of a route is the key driving factor in residents of the proposed development walking to and from the site. As stated above the site is in fact accessed from Gravel Hill, which is a shared facility with limited street lighting surrounding the application site with trees on both sides of the carriageway overhanging the carriageway creating what would be a dark and uninviting place to walk at certain times of the year. This initial surrounding environment would therefore reduce the likelihood of residents using an alternative mode of travel to that of the private car.

However, given that the proposed development will not be worsening the existing number of trips to the application site the Highway Authority would have no grounds in which to object to this application.

As a result, the Highway Authority have no objections to the proposed development subject to the following conditions.

Conditions

No development shall commence on site, including any works of demolition, until a site specific Construction Method Statement has been submitted to and been approved in writing by the Local Planning Authority. The Statement shall provide for WHERE REQUIRED: [DELETE WHERE INAPPROPRIATE]

- a) Space on site where vehicles of site operatives and visitors can be parked with details of how site operatives and visitors will be required to make use of the parking area provided;
- b) Location on site for storage of plant and materials used in constructing the development;
- c) The erection and maintenance (including removal of any graffiti or fly posters) of security hoarding around the site;
- d) Identification of any footpath closures or road closures needed during construction;
- e) Required wheel washing facilities on site;
- f) A scheme for recycling waste resulting from the construction works.
- g) Measures for controlling the use of site lighting whether required for safe working or for security purposes;
- h) Required measures to control the emission of dust, dirt and other airborne pollutants during demolition and construction; [EP REQUIREMENT]
- i) Provisions to be made for the control of noise coming from the site during demolition and construction; [EP REQUIREMENT]
- j) Full details of pest control measures following any demolition required. Where necessary, capping of drains/sewers and baiting arrangements. [EP REQUIREMENT]

The measures within the approved Statement shall be adhered to throughout the demolition and construction period unless otherwise agreed in writing by the Local Planning Authority.

REASON: These details are required due to insufficient information being contained within this submission and in the interests of protecting the amenity of local land uses or neighbouring residents, the character of the area and highway safety in accordance with Policy CC8 and TR3 of the Reading Borough Local Plan 2019.

No dwelling hereby permitted shall be occupied until the vehicle access serving it has been constructed in accordance with the plans hereby approved.

REASON: In the interests of road safety in accordance with Policy TR1 and TR3 of the Reading Local Plan 2019.

No building shall be occupied until all the visibility splays shown on the approved drawing 2102029 - 01 A have been provided. All areas shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres above the carriageway level and maintained as such.

REASON: In the interests of road safety in accordance with Policy TR1 and TR3 of the Reading Local Plan 2019.

Darren Cook
Transport Development Control Manager