

DELEGATED APPLICATION REPORT

App Ref: 201169/FUL

Address: Morrisons, Basingstoke Road

Proposal: Improvements to the existing Morrisons access from Morrison Road to provide a dedicated exit lane, making it two-way

Case Officer: Connie Davis

Target Decision Date (agreed extension of time): 28/01/22

Site description:

The site in question is the Morrisons supermarket and service station at the corner of Basingstoke Road and Rose Kiln Lane. The site is currently access via a restricted ingress only access from Basingstoke Road, and is also access via a roundabout from Rose Kiln Lane.

The site is not Listed, nor in a Conservation Area.

Proposal:

The proposal seeks to make alteration of the access from Basingstoke Road to allow two way traffic to the signalised intersection onto Basingstoke Road.

Information Submitted:

Proposed Egress Improvements, Morrisons, Reading. BGH Reference: 19-201-004.01 dated December 2021

19/201/SKH/002 - Proposed Improvements

Received 17th December 2021

19/201/SKH/001 - Area of Vegetation to be Removed

Received 15th January 2021

Proposed Egress Improvements Morrisons Reading - Transport Statement dated August 2020

Application Form

CIL Form

15/312/SKH/064 Rev B - Proposed Access Layout Morrisons Reading

19/201/LOC/002 Rev A - Site Location Plan

Received 19th August 2020

Relevant Planning History:

None.

Consultation:

Internal consultees:

Transport - No objections to revised information, subject to conditions and informative

Public consultation:

A site notice was displayed for 21 days (08/09/20 - 29/09/20). No representations have been received.

Relevant Policies

National Planning Policy Framework (NPPF) (2021)
National Planning Policy Guidance

Local Policy

Reading Borough Council Local Plan (2019)

CC7 Design and the public realm
CC8 Safeguarding Amenity
TR3 Access, Traffic and Highway-Related Matters
TR5 Car and Cycle Parking and Electric Vehicle Charging
EN14 Trees, Hedges and Woodland

Appraisal

The main issues to be considered are:

- a) Principle of development
- b) Impact on neighbouring amenity
- c) Transport matters
- d) Natural Environment matters

a) Principle of development

The proposed use of the site is that of the Morrisons Supermarket. There appears to be no material change of use on the site as a result of the works proposed. As such, there are no in principle objections to the alterations to the access from a planning perspective.

b) Impact on neighbouring amenity

Policy CC8 states that *'Development will not cause a detrimental impact on the living environment of existing residential properties or unacceptable living conditions for new residential properties, in terms of:*

- *Privacy and overlooking;*
- *Access to sunlight and daylight;*
- *Visual dominance and overbearing effects of a development;*
- *Harm to outlook;*
- *Noise and disturbance;*
- *Artificial lighting;*
- *Vibration;*
- *Dust and fumes;*
- *Smell;*
- *Crime and safety; or*
- *Wind, where the proposals involve new development of more than 8 storeys.*

The proposed access would be located opposite residential and commercial units in the same fashion as the existing entrance. However, the level of noise would not be considered above and beyond the existing situation on the classified 'B road'. The proposal is therefore deemed acceptable in relation to Policy CC8 of the Local Plan.

c) Transport matters

The applicant has stated that the purpose of this application is to provide an alternative exit for customers from the store car park and reduce the demand on the main egress on City Road. However,

no evidence had previously been provided to confirm any excessive demand exists on City Road and the Highway Authority are not aware of any issues either. As part of the latest Transport Addendum surveys have been provided that identify on the Thursday evening, the largest queue length recorded was a total of 8 vehicles, 2 in the left lane and 6 in the right lane and on a Saturday, the largest queue recorded was a total of 17 vehicles, 10 in the left lane and 7 in the right lane. In the five minutes prior to the peak Saturday queue, the queue was a total of 11 vehicles and the five minutes after the peak queue, the queue was a total of 13 vehicles. The applicant has stated that this demonstrates that continuous queueing for a period of 15 minutes takes place and does not clear. The Highway Authority do not agree with this given that the right turn queueing from the site exit does reduce, it is the left hand lane which remains constant through the survey period. The information provided therefore confirms that the main issue at the junction is not right turn movements but the left turn / straight ahead movements, it is therefore evident that any proposal to exit the site via Morrison Road will not remove a large proportion of the queueing at the junction in question. This has not been disputed by the applicant as part of the latest Transport Technical Note.

The applicant has undertaken surveys of the surrounding area and a subsequent junction assessment of the Morrison Road/Basingstoke Road South/Basingstoke Road North/Buckland Road junction. This assessment shows that the junction is predicted to operate slightly over capacity in the 2021 existing Saturday peak scenario and this is to worsen when the assessment is undertaken for the future year 2025.

To ascertain what level of trips that would be generated by the morrison's store the applicant has used the Trip Rate Information Computer System (TRICS) and this is deemed an acceptable approach in principle and the trip rate information utilised has previously been agreed through the assessment of this application. However, the caveat to utilising these trip rates was that actual surveys on the site were not available, this is no longer the case as the applicant has provided actual survey data as part of this latest Transport Addendum. Having reviewed this data it is noted that the actual trips associated with a Saturday peak was overestimated by TRICS however with the weekday peak period the TRICS data underestimates the actual trips generated by the development by 229.

For completeness the applicant has reassessed the weekday peak period to take account of the actual flows generated by the existing store.

The assessments undertaken have confirmed that opening the Morrison Road/Basingstoke Road South/Basingstoke Road North/Buckland Road junction for exiting traffic from the store has a positive impact on the capacity at the junction with it no longer exceeding capacity. Although not assessed this will also reduce traffic flows utilising the Basingstoke Road / Rose Kiln Lane signalised junction and the Rose Kiln Lane / Gillette Way roundabout therefore aiding traffic flows. The principle of creating an exit onto Morrison Road is therefore accepted as the applicant has demonstrated that this would have a benefit to the wider road network.

It should also be stressed that the proposal will however result in queues extending along Morrison Road that will impact vehicles exiting the vehicle repair / maintenance use, which is accessed from Morrison Road. The applicant has stated that this would be addressed by the inclusion of a yellow box marking to allow vehicles trying to turn right onto Morrison Road. A drawing has been submitted with the latest Technical Note illustrating this updated design and this has been deemed acceptable. The design illustrated at drawing 19/201/SKH/002 PROPOSED IMPROVEMENTS will however form works within the Highway boundary and it is likely that this may also need to include the adoption of a greater extent to Morrison Road, a S278 / S38 agreement will therefore be required.

In the circumstances there are no transport objections to the proposal subject to the following conditions and informative.

VEHICLE PARKING (AS SPECIFIED)

The proposed exit from the car park onto Morrison Road should not be brought into use until all vehicle parking space(s) have been provided in accordance with the plans hereby approved. The space(s) shall be kept available for parking at all times thereafter.

REASON: To ensure that the development is provided with adequate parking facilities to meet the needs of future occupiers and reduce the likelihood of roadside parking which could be a danger to other road users in accordance with Policy TR3 and TR5 of the Reading Local Plan 2019.

ROADS TO BE PROVIDED (AS SPECIFIED)

The proposed exit from the car park onto Morrison Road should not be brought into use until the roads/private drive serving it have been provided in accordance with the approved drawings to the satisfaction of the Local Planning Authority.

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

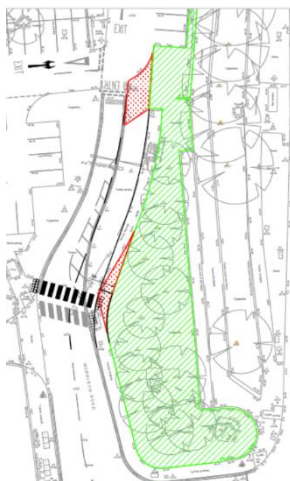
Informative

S278 agreements

Before any planning consent is implemented an agreement under Section 278/38 of the Highways Act, 1980, will be required with respect to works affecting the existing highway. The applicants should contact the Transport Development Control Section at transport.developmentcontrol@reading.gov.uk to discuss arrangements for this.

d) Natural Environment (trees) matters

The store is situated within a 10% or less canopy cover area, as defined by our Tree Strategy, hence one in which tree retention and planting is vital. The below plan indicates the level of vegetation running parallel to Basingstoke Road in green). That in red will be removed, which is considered low quality bushes. Due to the small scale of vegetation removal (of which is not of particular quality), the proposal is considered acceptable in relation to Policy En14 of the Local Plan. The vegetation could also be removed at any time outside of the planning process.



Recommendation: **GRANT**, subject to conditions:

1. TL1
2. AP1
3. Vehicle parking as specified
4. Roads provided as specified

Informatives:

1. Terms
2. Building Control
3. Complaints about construction
4. Encroachment
5. S278 Agreement
6. Positive and Proactive