

PROPOSED RESIDENTIAL DEVELOPMENT

MULBERRY HOUSE, ELDON ROAD, READING

TRANSPORT STATEMENT

March 2021

**Proposed Residential Development
Mulberry House, Eldon Road, Reading**

TRANSPORT STATEMENT

1.0 Introduction

- 1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants who have been instructed by The Faculty Ltd with regards to their proposed residential development on the site of Mulberry House in Reading, RG1 4DJ.
- 1.2 This Transport Statement sets out the transport and highway matters associated with the proposed development, including a review of the local non-car accessibility, local highway context, an assessment of the anticipated trip generation, a review of the local parking standards, proposed parking provision and the anticipated parking demand, and an assessment of the proposed parking and access layout.
- 1.3 The location of the proposed development within the local area is shown in Figure 2.1 below.

Figure 2.1 – Site Location



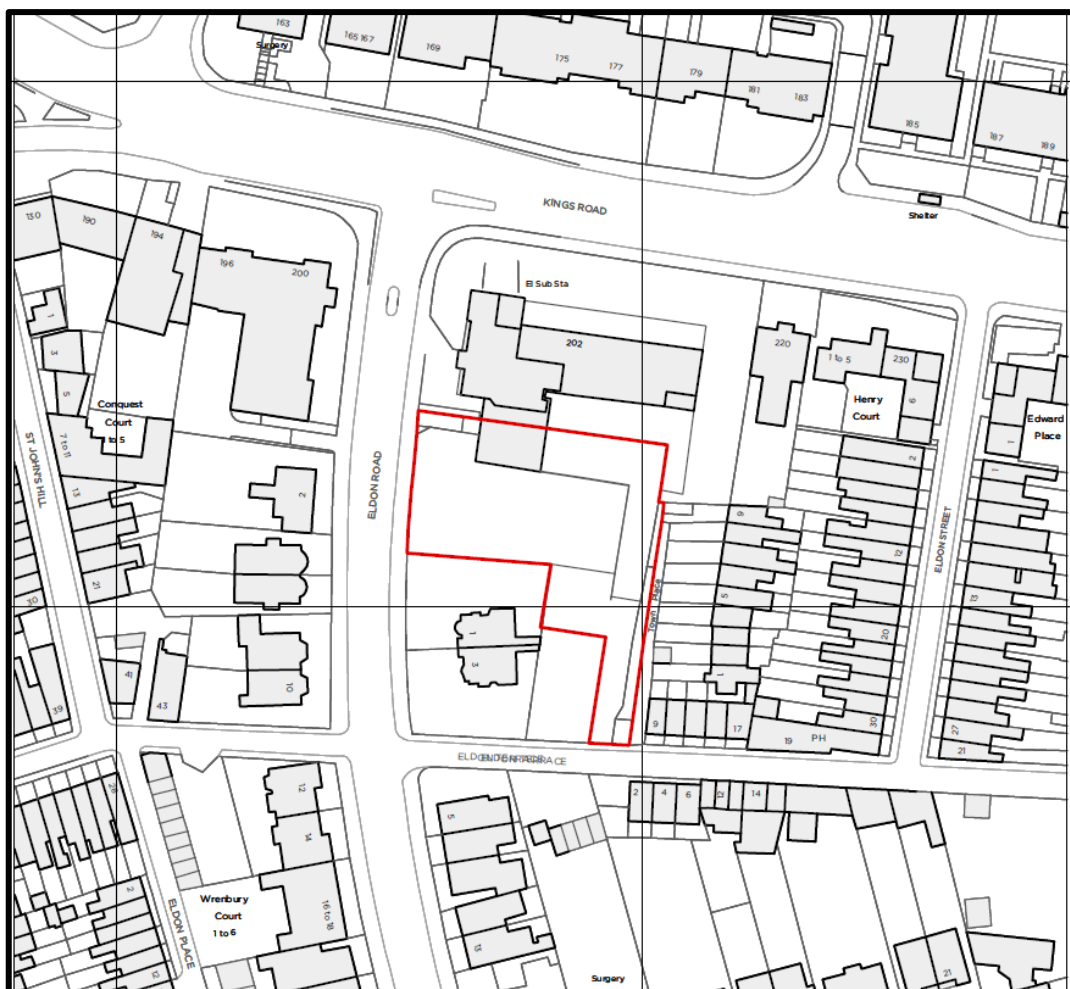
Source: Bing.com / Ordnance Survey.

2.0 Development Proposals

- 2.1 The proposal site is a vacant plot on the east side of Eldon Road that was previously occupied by Mulberry House, a single-storey dental practice, that has since been demolished.
- 2.2 The proposed development comprises the construction of a new residential building providing five one-bedroom apartments for car-free living, and four two-bedroom apartments with one on-site parking space each.

- 2.3 Undercroft car parking will be provided for five cars, comprising four resident spaces and one visitor space. Electric vehicle charging points will be provided for all four resident spaces.
- 2.4 The proposal retains the existing vehicular and non-vehicular access arrangements. Ingress to the site is via two routes; off Eldon Road via the neighbouring Hanover House entrance, and via an access on the north side of Eldon Terrace which is shared with Hanover House and 1 & 2 Eldon Road. Vehicular egress from the site is via the Eldon Terrace access.
- 2.5 The right of access to and from the Mulberry House site via Hanover House is reserved by legal easement. The Official Copy Transfer can be provided upon request.
- 2.6 The location of the proposal site is shown in Figure 3.1 below. A plan of the proposed development is provided at Appendix 1.

Figure 3.1 – Site Context



Site boundary shown in red.

- 2.7 The Local Planning Authority and Local Highway Authority is Reading Borough Council (RBC).

3.0 Relevant Planning History

- 3.1 A full application for the demolition of Mulberry House was granted on 5th December 2017 by RBC (planning reference 171521/FUL)
- 3.2 A full planning application for the demolition of Mulberry House and the construction of a residential building comprising six no.1-bedroom and three no.2-bedroom flats was withdrawn by the applicant (180218/FUL).
- 3.3 Discharge of condition 3 (Demolition Method Statement) and condition 4 (Soft Landscaping) of permission 171521/FUL was granted by RBC on 18th April 2018 (180591/APPCON).
- 3.4 Full planning application (ref 180591) for the demolition of Mulberry House and construction of a residential building comprising three no.1-bedroom and four no.2-bedroom flats, with five parking spaces. The application was granted planning permission on 27th March 2019.

4.0 Policy Context

National Planning Policy Framework (NPPF)

- 4.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 24th July 2018 and updated in February 2019. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 4.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 4.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 4.4 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 how development proposals are to be considered. It sets out that,

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

- 4.5 Paragraph 109 states,

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Reading Borough Local Plan (Adopted November 2019)

4.6 Policy TR1: Achieving the Transport Strategy sets out that;

"Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application."

4.7 Policy TR3: 'Access, Traffic and Highway-Related Matters' states that;

"Development will only be permitted where:-

i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;

ii) The development would not have a material detrimental impact on the functioning of the transport network;

iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;

iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and

v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided."

4.8 Policy TR5: 'Car and Cycle Parking and Electric Vehicle Charging' states;

"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.

Development should make the following provision for electric vehicle charging points:

- *All new houses with dedicated off-street parking should provide charging points;*
- *Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."*

Reading Borough Council Local Development Framework: Revised Parking Standards and Design SPD (Adopted 31st October 2011)

- 4.9 The parking standards pertinent to the proposed development are set out in the RBC supplementary planning document 'Revised Parking Standards and Design', adopted on 31st October 2011.
- 4.10 Details of the proposed parking provision in relation to the standards are set out at Section 7.0 of this document.

Emerging Reading Transport Strategy 2036 (Consultation Draft May 2020)

- 4.11 The Consultation Draft of the emerging Reading Transport Strategy sets out its key vision as;
- "Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choices and wellbeing.*
- Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities."*

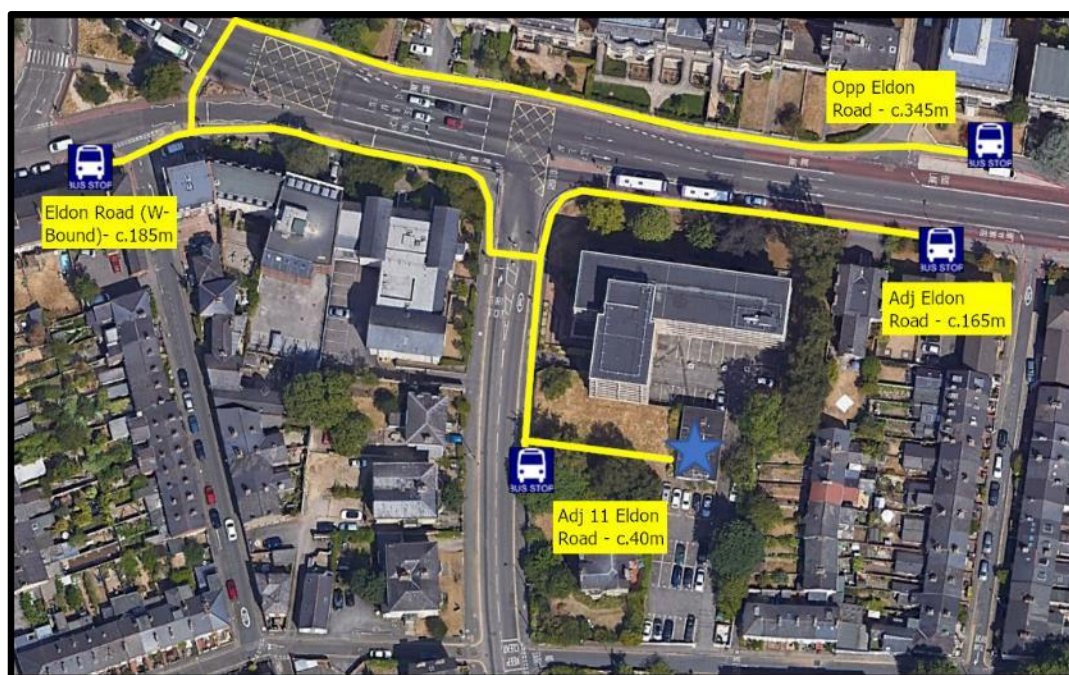
5.0 Local Transport Context

- 5.1 This section of the Transport Statement reviews the local public transport provision, walking and cycling infrastructure, and local facilities and services.

Bus Accessibility

- 5.2 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 5.3 The proposed development benefits from being within 400m of four bus stops. Figure 6.1 shows the nearest bus stops to the development and their indicative walk routes to and from the development site.

Figure 6.1 – Local Bus Stop Locations



Source: Google. N.B. The development site is denoted by a blue star. All locations and distances are approximate.

5.4 Table 6.1 summarises the bus services that call at the bus stops shown in Figure 6.1.

Table 6.1 – Bus Service Details

Service	Bus Stop	Route	Approximate Peak Frequency / Period		
			Weekdays	Saturday	Sunday
3	Adjacent 11 Eldon Road	Reading Station – Wokingham	Every 20 minutes	Every 20 minutes	Every 60 minutes
8		Reading Station – Spencers Wood	Every 20-40 minutes	Every 20-40 minutes	Every 60 minutes
9		Reading Station – Spencers Wood	Every 60 minutes	Every 60 minutes	No Service
19a		Central Reading – Loddon Bridge	Every 60 minutes	Every 60 minutes	No Service
19b		Central Reading – Lower Earley	Every 60 minutes	Every 60 minutes	No Service
19c		Central Reading – Loddon Bridge	Every 60 minutes	Every 60 minutes	No Service
127	Eldon Road (Westbound)	Maidenhead Town Centre – Reading Town Centre	No Service	Every 120 minutes	No Service
	Opposite Eldon Road	Reading Town Centre – Maidenhead Town Centre	No Service	Every 120 minutes	No Service
128	Adjacent to Eldon Road	Wokingham Town Centre – Reading Town Centre	Every 60 minutes	Every 120 minutes	No Service
	Opposite Eldon Road	Reading Town Centre – Wokingham Town Centre	Every 60 minutes	Every 120 minutes	No Service
129	Adjacent to Eldon Road	Wokingham Town Centre – Reading Town Centre	6 per day	No Service	No Service
	Eldon Road (Westbound)		6 per day	No Service	No Service
	Opposite Eldon Road	Reading Town Centre – Wokingham Town Centre	6 per day	No Service	No Service
500	Adjacent to Eldon Road	Central Reading – Winnersh Triangle Park	Every 15 minutes	Every 15 minutes	No Service
	Opposite Eldon Road	Winnersh Triangle Park – Central Reading	Every 15 minutes	Every 15 minutes	No Service
4, X4	Eldon Road (Westbound)	Bracknell Bus Station – Central Reading	Every 15-20 minutes	Every 15 minutes	Every 30 minutes
	Opposite Eldon Road	Central Reading – Bracknell Bus Station	Every 15-20 minutes	Every 15 minutes	Every 30 minutes
13	Eldon Road (Westbound)	Woodley – Reading Station	Every 30 minutes	Every 30 minutes	Every 60 minutes
	Opposite Eldon Road	Reading Station – Woodley	Every 30 minutes	Every 30 minutes	Every 60 minutes
14	Eldon Road (Westbound)	Woodley – Reading Station	Every 30 minutes	Every 30 minutes	Every 60 minutes
	Opposite Eldon Road	Reading Station – Woodley	Every 30 minutes	Every 30 minutes	Every 60 minutes
17	Eldon Road (Westbound)	Wokingham Road – Tilehurst	Every 10 minutes	Every 10 minutes	Every 10 minutes
	Opposite Eldon Road	Tilehurst – Wokingham Road	Every 10 minutes	Every 10 minutes	Every 10 minutes
850	Opposite Eldon Road	Reading Town Centre – High Wycombe	Every 30-60 minutes	Every 60 minutes	No Service

- 5.5 These bus services provide frequent and regular weekday and weekend access to a variety of destinations, including Reading Town Centre, High Wycombe, Wokingham, Bracknell and Tilehurst, and various destinations in between.

Pedestrian Accessibility

- 5.6 Eldon Road is flanked on both sides by continuous footways and can be crossed via a refuge island with dropped kerbs and tactile paving situated adjacent to Hanover House, adjacent to the proposal site.
- 5.7 The footways flanking Eldon Road connect to the footways on the A329 King's Road, from which the centre of Reading is accessible west of the proposal site.
- 5.8 The site is situated within an interconnected and continuous network of pedestrian facilities that enables pedestrian access to a wide range of local destinations and attractions.
- 5.9 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

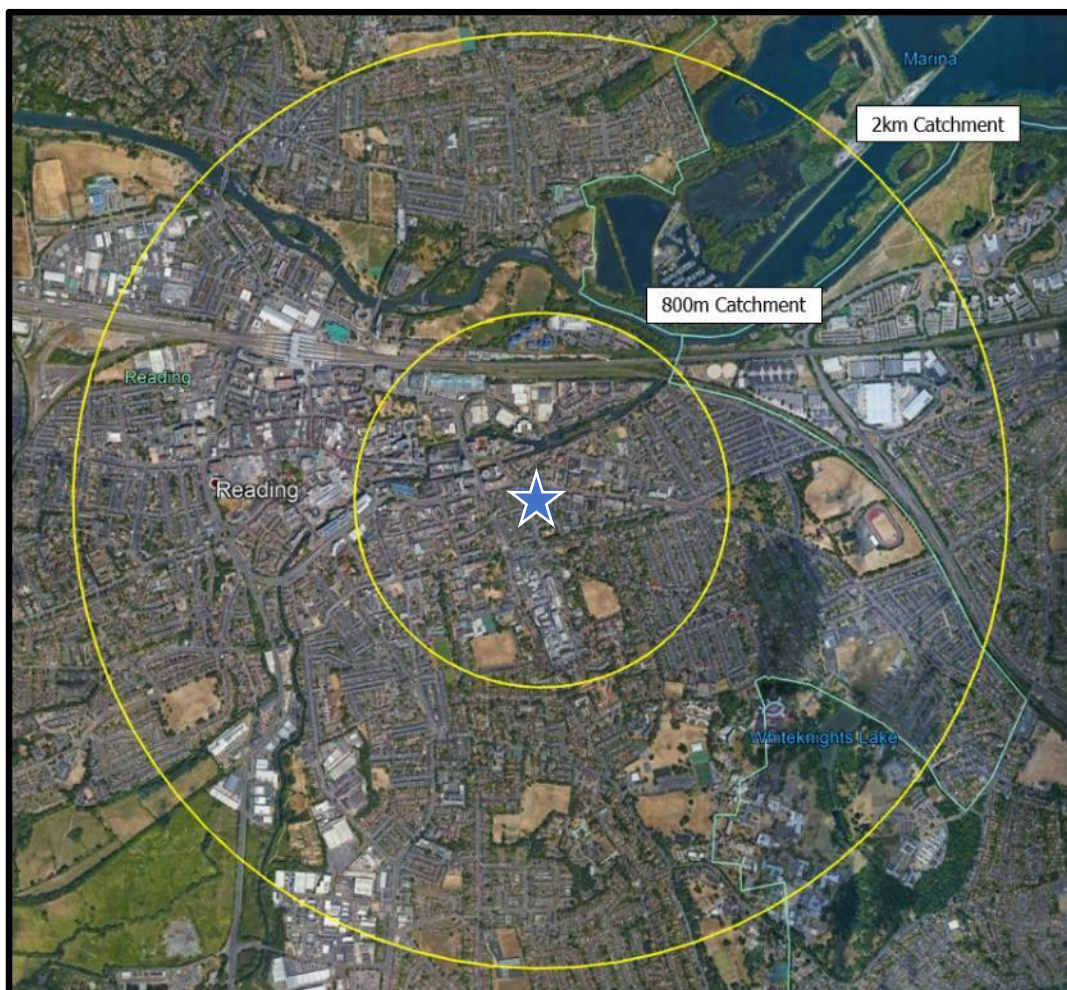
- 5.10 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets'. Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 5.11 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 5.12 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 5.13 Figure 6.2 shows the site location and local area overlain with an 800m radius and a 2km radius.
- 5.14 The 800m walk catchment includes a substantial area of Reading town centre and the surrounding areas to the east. The 2km catchments includes a significant portion of the urban area of Reading, including Reading Station and a number of schools, retail areas and employment sites.

- 5.15 It is therefore highly likely that future residents will choose to make many of their journeys on foot.

Figure 6.2 – Walking-Distance Catchments

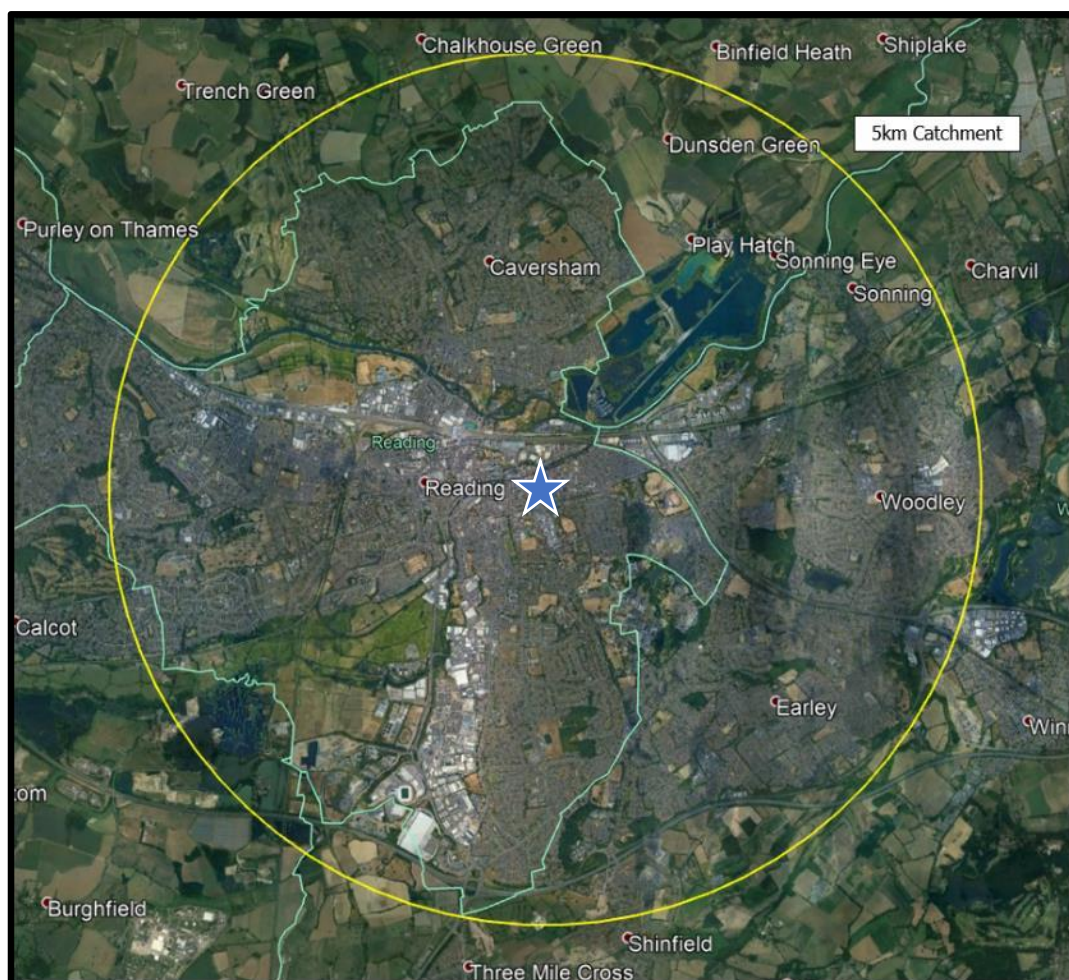


Source: Google. N.B. The development site is denoted by a blue star. All locations and distances are approximate.

Cycle Accessibility

- 5.16 The 2019 National Travel Survey identified average journey lengths by cycle of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5km.
- 5.17 Assuming an average 5km cycle distance, the cycling catchment area of the site is shown at Figure 6.3. Most of Reading is included within the catchment, as well as a number of local villages.

Figure 6.3 – 5km Cycle Catchment Map



Source: Google. N.B. The development site is denoted by a blue star. All locations and distances are approximate.

- 5.18 There are a number of designated cycle routes throughout Reading; cycle route R30 passes the site on the A329 King's Road. An excerpt of the Reading Cycle map is shown at Figure 6.4.

5.19 The roads local to the site are conducive to cycling, and the local topography is generally gentle. Given this, and the relatively short distance between the development site and local destinations, it is entirely feasible that future residents will choose to make many of their journeys by cycle.

- 5.20 Reading Station is located approximately 1.2km walking distance northwest of the proposal site.
- 5.21 Reading Station provides regular and frequent rail services to local and national destinations, including direct trains to London.
- 5.22 The station is c.1.2km from the site, which is a feasible walking and cycling distance via a continuous pedestrian and cycle network, and there are frequent bus links between the site and the centre of Reading near to the station.

- 5.23 The site has vehicular ingress and egress via Eldon Terrace, a one-way westbound residential road subject to a 20mph speed limit, which connects to Eldon Road via a priority-controlled (give-way) junction.
- 5.24 Access to the site is also available off Eldon Road via the neighbouring Hanover House entrance. Eldon Road is a single-carriageway road that connects at its northern end to the A329 King's Road via a signal-controlled junction. Eldon Road is subject to a 20mph speed limit.

- 5.25 There is on-street permit-parking on many roads local to the site.
- 5.26 West of the proposal site, the A329 King's Road meets the Queen's Road / Watlington Street / King's Road Gyratory, from which the centre of Reading is accessible.
- 5.27 The A33 is accessible via the A329 Queen's Road, which provides a route south of Reading and towards the M4.
- 5.28 East of the site, the A329 King's Road leads to east Reading and the A3290.
- 5.29 The development site is therefore located with easy access to the main and strategic road network.

Local Facilities

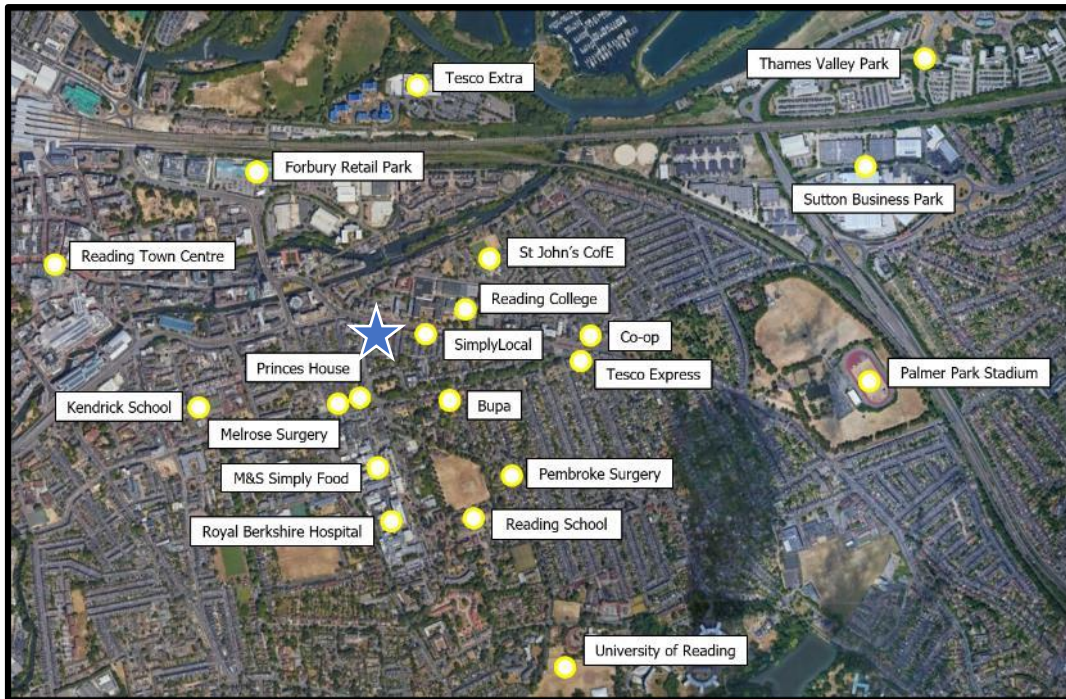
- 5.30 There are a number of local facilities within close proximity to the development site that are easily accessible via pedestrian routes.
- 5.31 Table 6.2 sets out some of the key local facilities and their approximate distances from the development site.

Table 6.2 – Local Destinations

Destination	Walk distance from site	Type
SimplyLocal	250m	Retail
Princes House	300m	Medical
Melrose Surgery	350m	Medical
Reading College	450m	Education
Bupa Health and Dental Centre	450m	Medical
M&S Simply Food	500m	Retail
Royal Berkshire Hospital	500m	Medical
St John's C of E Primary School	550m	Education
Reading School	700m	Education
Co-op	700m	Retail
Tesco Express	700m	Retail
Pembroke Surgery	700m	Medical
Forbury Retail Park	750m	Employment/Retail
Kendrick School	750m	Education
Reading Town Centre	900m	Employment/Retail
Tesco Extra	1.2km	Retail
University of Reading	1.3km	Education
Palmer Park Stadium	1.8km	Leisure
Sutton Business Park	1.9km	Employment
Thames Valley Park	2.2km	Employment

- 5.32 The destinations above are shown on the plan at Figure 6.5 below.

Figure 6.5 – Local Destinations



Source: Google. N.B. The development site is denoted by a blue star. All locations are approximate.

- 5.33 With the location of the proposed development close to the centre of Reading, there are many key destinations within a short distance from the development site, providing future residents of the development with many opportunities to make journeys without the use of a car.

Section Summary

- 5.34 There are many local facilities and destinations within walking and cycling distance of the proposed development, including local bus stops, Reading Station, and the town centre's facilities and amenities.
- 5.35 The development site benefits from a range of non-car travel options, and it is likely that the future residents will not be reliant on the car to make the majority of their local and longer distance journeys.
- 5.36 The proposed development therefore maximises the opportunities for sustainable transport modes, thereby satisfying Local Plan Policy TR1.

6.0 Existing and Proposed Traffic Generation

- 6.1 Although the proposal site is currently vacant with no associated vehicle movements, it has the benefit of planning permission for a residential building comprising seven flats and five parking spaces.
- 6.2 The proposed development comprises nine flats and five parking spaces.
- 6.3 The proposed development of nine flats might be expected to generate slightly more vehicular movements across a typical day than the permitted development of seven flats.

- 6.4 However, both the permitted and proposed developments have five parking spaces, and five of the proposed nine flats are to be marketed as car-free, so in reality the number of vehicle movements associated with the proposed development will not likely be significantly different from the permitted development.
- 6.5 Nonetheless, for completeness and for comparative purposes, the industry-standard TRICS database (version 7.7.4) has been used to identify the potential trip generation of the permitted and proposed developments, using trip data from developments with similar characteristics to the development site. The TRICS outputs are provided at Appendix 2.
- 6.6 The key selection criteria used in selecting sites from the TRICS database are set out at Table 8.1 below.

Table 8.1 – TRICS Database Key Selection Criteria – Flats Privately Owned

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	03 – RESIDENTIAL
Sub Land Use:	C – FLATS PRIVATELY OWNED
Calculation Options:	Multimodal Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	No. of Dwellings*
Range:	6 to 30
Selected Dates:	01/01/12 to 25/09/19
Week days to include:	Weekdays
Location Types to include:	Edge of Town Centre and Suburban Area
Secondary filtering	
Population < 1 Mile:	All available*
Population < 5 Miles:	All available*

**Default settings*

- 6.7 The TRICS-based weekday peak-hour vehicular trip rates per flat, and the equivalent vehicle trip generation numbers of the permitted and proposed developments are set out at Table 8.2.

Table 8.2 – TRICS Traffic Generation: Permitted and Proposed Development

Permitted Development	Average Vehicular Trip Rates			Traffic Generation (7 flats)		
Peak	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 08:00 - 09:00	0.056	0.169	0.225	0	1	2
PM 17:00 - 18:00	0.202	0.101	0.303	1	1	2
Daily	1.257	1.304	2.561	9	9	18
Proposed Development	Average Vehicular Trip Rates			Traffic Generation (9 flats)		
Peak	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 08:00 - 09:00	0.056	0.169	0.225	1	2	2
PM 17:00 - 18:00	0.202	0.101	0.303	2	1	3
Daily	1.257	1.304	2.561	11	12	23

- 6.8 The TRICS data shows that there is a negligible difference in the anticipated weekday peak-hour and daily traffic generation of the permitted and proposed development, even without taking into consideration the fact that the on-site parking provision is the same.

7.0 Parking Arrangements

Car Parking Provision

- 7.1 The proposed undercroft car park provides five parking spaces; one for each of the two-bedroom flats, and one visitor space.
- 7.2 The layout of the parking area has been assessed with swept-path tracking software for car manoeuvres in and out; the swept path analysis is provided at Appendix 3.
- 7.3 The car parking standards applicable to the proposed development are outlined in the RBC supplementary planning document 'Revised Parking Standards and Design' (adopted 31st October 2011).
- 7.4 The parking standards for a development within Reading are dependent on the location of the proposal site within four distinct zones. A plan of the zonal scheme in Reading is shown on page 9 in the RBC Parking SPD, of which the proposal site is located in 'Zone 2 – Primary Core Area'.
- 7.5 The RBC Parking SPD (section 3.0, page 15) sets the required number of parking spaces for one- and two-bedroom flats in Zone 2 as one space per flat, which equates to nine spaces for the proposed development.

-
- 7.6 Policy TR5 of the Reading Borough Local Plan states,
"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."
- 7.7 As the zonal plan on page 9 of the RBC Parking SPD shows, the site is located within Zone 2, which on page 7 of the SPD is described as follows:-
"This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station, or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space."
- 7.8 To support this, the RBC plan illustrates that the site sits adjacent to two high frequency bus corridors, the A329 and Eldon Road, the services of which are detailed in Table 6.1 of this report. The site is also close to a number of services/facilities with walking and cycling encouraged through a continuous network of footways and cycleways.
- 7.9 Therefore, it is entirely possible that future residents of the proposed development will be able to lead non-car or low-car-ownership lifestyles, especially as five of the flats will be marketed as car-free homes and are therefore not likely to be occupied by car-owning residents.
- 7.10 To provide an indication of the likely car ownership numbers and the associated parking demand of the proposed nine flats, the prevailing local car ownership data has been obtained from Census 2011 Table CT0103, which shows ward-level car/van ownership per household in terms of building type and number of rooms.
- 7.11 The data in Table CT0103 is presented by the number of rooms per dwelling; the Census definition of a room is kitchens, living rooms, bedrooms, utility rooms, studies and conservatories (it does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage).
- 7.12 On this basis, the proposed nine flats all fall into the Census category "Flat, maisonette or apartment with 1-3 rooms". The proposed development is located in Redlands ward.
- 7.13 Census Table CT0103 identifies that, for the ward of Redlands, the average car ownership for flats with 1-3 rooms is as shown at Table 9.1.

Table 9.1 – Redlands Car / Van Ownership

Car ownership by building type: Redlands ward	Total Flats, Maisonettes, Apartments	0 cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Flat, maisonette or apartment with 1-3 rooms	841	461 55%	339 40%	36 4%	5 1%
Proposed flats with 1-3 rooms	9	55% 5	40% 4	4% 0	1% 0
Car Parking Demand (9 no.1-3 room flats)	4	0	4	<1	<1

Note that the data in the table includes some mathematical rounding

- 7.14 On the basis of the local Census data of the prevailing car ownership within similar flats to the proposed development, five of the proposed nine flats are expected to have no car, four are expected to have one car each, and less than one is expected to have two cars (these figures include mathematical rounding).
- 7.15 On this basis, it is wholly realistic to propose five flats as car-free homes, and the four proposed resident parking spaces align with the 40% of flats which are likely to have one car. It is very unlikely that any of the flats will have more than one car. One on-site visitor space will provide visitor parking without relying on on-street parking availability.
- 7.16 Therefore, based on the prevailing car-ownership levels among comparable flats in the local area, the proposed five parking spaces are appropriate for the proposed development, accommodating residents' and visitors' parking without creating additional on-street parking demand.

Cycle Parking Provision

- 7.17 The minimum cycle parking standards are set out in Section 5.0 page 24 of the RBC 'Revised Parking Standards and Design' SPD. The standards indicate a minimum provision of 0.5 cycle parking spaces per dwelling for one- and two-bedroom flats. This equates to a total provision of four or five cycle parking spaces for the proposed nine flats.
- 7.18 The proposed development includes secure communal cycle parking facilities within the ground floor of the main building, thereby providing further encouragement for non-car travel.

Electric Vehicle Charging

- 7.19 In regards to Electric Vehicle (EV) charging provision, page 12 of the RBC 'Revised Parking Standards and Design' SPD states the following:

"In addition the introduction of Electric Vehicle charging points will be encouraged, where appropriate. It is intended that these will become permitted development."

- 7.20 All of the resident parking spaces in the undercroft car park includes EV charging provisions.

8.0 Refuse and Recycling Arrangements

- 8.1 A communal bin store is located within the ground floor of the main building, from where the bins will be wheeled to the existing communal bin-collection store at the Eldon Terrace access, adopting the same arrangements as the neighbouring Hanover House.

9.0 Conclusions

- 9.1 The proposed development comprises the construction of a new residential building providing five one-bedroom apartments for car-free living, and four two-bedroom apartments with one on-site parking space each.
- 9.2 Undercroft car parking will be provided for five cars, comprising four resident spaces and one visitor space. Electric vehicle charging points will be provided for all four resident spaces.
- 9.3 The site is located on a high frequency bus corridor and is within walking distance of a significant number of services and facilities. On-site secure cycle storage will be provided. It is likely that the future residents will not be reliant on the car to make the majority of their local and longer distance journeys.
- 9.4 The proposed development therefore maximises the opportunities for sustainable transport modes, thereby satisfying Local Plan Policy TR1.
- 9.5 The proposal site has the benefit of planning permission for a residential building comprising seven flats and five parking spaces.
- 9.6 As both the permitted and proposed developments have the same number of parking spaces, the number of vehicle movements associated with the proposed development will not likely be significantly different from the permitted development.
- 9.7 The proposal retains the existing vehicular and non-vehicular access arrangements. The proposal therefore satisfies NPPF paragraph 108, and emerging Local Plan Policy TR3, which both require safe and suitable access for all users.
- 9.8 The prevailing car ownership within similar flats to the proposed development indicates that on average five of the proposed nine flats are likely to have no car, four are likely to have one car each, and less than one is likely to have two cars.
- 9.9 The prevailing car ownership statistics support the proposal for five flats as car-free homes, and four flats with one parking space. The one on-site visitor space will provide visitor parking without relying on on-street parking availability.
- 9.10 The proposal therefore satisfies Policy TR5 of the Reading Borough Local Plan.
- 9.11 The proposed development helps to support the vision of the emerging Reading Transport Strategy.
- 9.12 In the context of NPPF paragraph 109, the effect of the proposed development on highway safety and the road network cannot be considered to be severe, and it must therefore be considered to be acceptable.
- 9.13 The proposed development satisfies all relevant policies and tests of acceptability. There are no highway-related reasons to refuse this planning application.

APPENDICES

APPENDIX 1 – PROPOSED SITE LAYOUT



© Copyright
Ayre Chamberlain Gaunt

A3

0 4 M

1:200 @ A3

NOTES:

All dimensions to be checked on site.
Drawing to be read with all relevant Architectural, Interiors, Structural, M&E, Drainage/Public Health, Landscape, Civils and Interiors drawings and specifications. Any discrepancies between consultant's drawings to be reported to the Architect before any work commences.
The Contractor's attention is drawn to the Health & Safety matters identified in the Health & Safety plan as being potentially hazardous.
These items should not be considered as a full and final list.
The Work Package Contractor's normal Health & Safety obligations still apply when undertaking constructional operations both on and off site.
Ayre Chamberlain Gaunt take no responsibility for the location of legal boundaries indicated on this drawing and advise a separate drawing be completed by a specialist surveyor in order to establish exact boundaries.
DWG files provided for information only. Refer to PDF record.
The copyright of this drawing is held by Ayre Chamberlain Gaunt Ltd. Not to be used for any purpose without consent.

KEY:

- APPLICATION BOUNDARY
- TREE ROOT PROTECTION AREA
- VEHICLE ACCESS FROM ELDON TERRACE
- MAIN/PEDESTRIAN ENTRANCE
- GROUND FLOOR EXTENT OF REFUSED SCHEME

ACGARCHITECTS.CO.UK

Ayre Chamberlain Gaunt
Belvedere House
Basingstoke
Hampshire, RG21 4HG

+44 (0)20 3909 5790
mail@acgarchitects.co.uk

AYRE
CHAMBERLAIN
GAUNT

PROJECT

Mulberry House
1a Eldon Road
Reading RG1 4DJ

DRAWING TITLE

Proposed Site Plan

REV	DATE	DESCRIPTION
5	05/03/2021	FINAL DRAFT FOR CONSULTANTS RA
6	08/03/2021	FINAL DRAFT FOR CONSULTANTS RA
7	09/03/2021	FINAL DRAFT FOR CONSULTANTS EP

REV.	VER.	APPROVED BY
P7	.00	

DRAWING NO.
project code - originator - volume - level - type - role - number
MHR-ACG-ZZ-ZZ-DR-A-1052

SUITABILITY
code description
SO INITIAL STATUS

APPENDIX 2 – TRICS OUTPUT

Calculation Reference: AUDIT-142301-210312-0322

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 6 to 30 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3

5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000

2 days

20,001 to 25,000

2 days

25,001 to 50,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000

2 days

125,001 to 250,000

1 days

250,001 to 500,000

1 days

500,001 or More

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS		DORSET
	PALM COURT			
	WEYMOUTH			
	SPA ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL	
2	DS-03-C-03	BLOCKS OF FLATS		DERBYSHIRE
	CAESAR STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	
3	EX-03-C-01	FLATS		ESSEX
	WESTCLIFF PARADE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	6		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
4	MS-03-C-03	BLOCK OF FLATS		MERSEYSIDE
	MARINERS WHARF			
	LIVERPOOL			
	QUEENS DOCK			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
5	SF-03-C-03	BLOCKS OF FLATS		SUFFOLK
	TOLLGATE LANE			
	BURY ST EDMUNDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	18	0.112	5	18	0.112	5	18	0.224
08:00 - 09:00	5	18	0.056	5	18	0.169	5	18	0.225
09:00 - 10:00	5	18	0.101	5	18	0.169	5	18	0.270
10:00 - 11:00	5	18	0.045	5	18	0.090	5	18	0.135
11:00 - 12:00	5	18	0.101	5	18	0.079	5	18	0.180
12:00 - 13:00	5	18	0.067	5	18	0.067	5	18	0.134
13:00 - 14:00	5	18	0.090	5	18	0.079	5	18	0.169
14:00 - 15:00	5	18	0.101	5	18	0.101	5	18	0.202
15:00 - 16:00	5	18	0.112	5	18	0.101	5	18	0.213
16:00 - 17:00	5	18	0.146	5	18	0.135	5	18	0.281
17:00 - 18:00	5	18	0.202	5	18	0.101	5	18	0.303
18:00 - 19:00	5	18	0.124	5	18	0.101	5	18	0.225
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.257			1.304			2.561

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

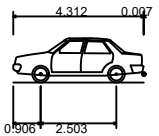
The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 6 - 30 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 3 – SWEPT PATH ANALYSIS



Medium Sized Car	
Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.042m

Reproduced from Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Connect Consultants Ltd Licence number: 100022432

connect CONSULTANTS 78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG Tel: 01454 320 220 Web: www.connect-consultants.com Fax: 01454 320 099 Email: bristol@connect-consultants.com bsi UKAS MANAGEMENT SYSTEMS QUALITY MANAGEMENT SYSTEM ISO 9001 : 2015 FS 594947 safecontractor APPROVED client THE FACULTY LTD project PROPOSED DEVELOPMENT MULBERRY HOUSE, READING title SWEPT PATH ANALYSIS PROPOSED UNDERCROFT CAR PARK date MARCH 2021 drawn by N.D.W checked by T.B scale 1:250 status INFORMATION drawing number 20024-TR004 rev. -
