

Project Reading Metropolitan

LPA ref 182252

From Francesca Whitfield/Adrian Cole

Date 10 February 2020

Additional Transport Note

Project No. 23061101

Background

1. Hermes Property Unit Trust submitted an outline planning application in December 2018 for the redevelopment of the Reading Metropolitan site.
2. The applicant's team have since been responding to comments made by Reading Borough Council's (RBC's) Transport Development Control Group. RBC have confirmed that the majority of the comments have now been addressed, however they are seeking further clarification/amendments on five points as highlighted in their response of 14 January 2020 contained at **Appendix A**. In summary, these are as follows:
 - Further enhancements are requested to pedestrian links
 - Further enhancements are requested to cycle links
 - Further confirmation about usage of the Network Rail access
 - Improved access is required to the office cycle stores, including provision of lifts
 - Requests for highways-related S106 contributions.
3. Our response to each of these points is given in Table 1. Updated drawings are attached at **Appendix B**.

Next Steps

4. RBC are invited to review the contents of this note to assist positive determination of the planning application

Table 1: Response to residual RBC Highways Comments

Topic	RBC Comment	Response
Pedestrian links	The Councils adopted Policies requires improved pedestrian /cycle links between the Town Centre Area and to the north via Christchurch Bridge. It had previously been identified that the internal site layout includes the provision of a uncontrolled pedestrian crossing, and to promote the north / south link this should be provided as a controlled crossing i.e. a tiger crossing to help promote walking and cycling. A revised drawing has been submitted that identifies an indicative tiger crossing that would secure this link. However, following a review of the North Station Square. discussions relating to the relationship with the Aviva site to the north and the realization that the design of the landscaping will be fixed as part of this permission I have the following comments: • The location of the tiger crossing should be fixed in line with the proposals on the Aviva site to the north. • The route between the underpass and the tiger crossing should be direct for all users and should be free of steps etc. The route as currently designed provides a separate route for cyclists / wheelchairs / pushchairs which would deviate from the direct route.	Please refer to updated TP Bennett Drawings A11113 C 2 050 Rev P9, HED Drawings 1354.100 Rev P3 and 1354.20 Rev P6 and Steer Drawing 23061101-SDG-HGN-100-DR-D-01012. The easternmost tiger crossing has been relocated to take account of the latest work-in-progress Aviva plans. The route between the underpass and the tiger crossing has been redesigned to provide a direct, step-free route. The applicant is willing to accept a condition governing the detailed design of tiger crossing and public realm, taking into account design development of the Aviva site.
Cycle links	However as previously stated the Local Transport Note 02/08 and the Sustrans Design Manual within Section 9 of Streets and Roads also states that a dividing strip 0.5m min in width (1m preferred) should be provided between car parking spaces and cycle lane. This has not been provided on the submitted scheme. The applicant has stated that widening the carriageway to 7.5m is likely to encourage higher traffic speeds and has therefore retained the carriageway width at 6.5m. Although the overall carriageway width would be widened to 7.5m the vehicle route would still be 3.5m in width it is the cycle facility that would be widened and would not encourage increased speeds. The requirement of the 0.5m dividing strip will improve safety for cyclists within the development and therefore must be provided to comply with the National Design Standard. The submitted drawings also do not identify how the existing shared footway / cycleway along Caversham Road will link with the proposed cycle facility within the development. There would appear to be a gap prior to	Please refer to updated TP Bennett Drawings A11113 C 2 050 Rev P9, HED Drawings 1354.100 Rev P3 and 1354.20 Rev P6 and Steer Drawing 23061101-SDG-HGN-100-DR-D-01012. The carriageway is now shown widened to 7.5m, to enable provision of 0.5 dividing strips between the car parking spaces and adjacent cycle lanes. The drawings now show the proposed cycle facility extending to the edge of the site boundary on Caversham Road The applicant is willing to accept a condition governing

Topic	RBC Comment	Response
	the commencement of the advisory cycle lane, this should also be addressed by way of amended plans. The applicant has stated that this has been addressed by way of amended plans but this is still an outstanding issue. Providing a dedicated cycle route through the site would comply with the requirements of the NPPF which states that development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas. Revised drawings should therefore be provided that include the provision of a dedicated east / west cycle lane that are to the required standards.	the detailed design of the on-site highway layout, to ensure the requirements identified by RBC are fully taken into account and to ensure full co-ordination with the adjacent S278 works on Caversham Road.
Site Access	An existing access currently exists to the south west corner of the site and this is to be retained as an access to network rail but will be restricted access through bollard control. It has been confirmed that access to this road from Caversham Road will only be provided to Network Rail vehicles as and when required. A tracking diagram has also been provided demonstrating that vehicles with a length of up to 8m are able to wait for entry without obstructing pedestrian movement. Furthermore, vehicles with a length of up to 10m can wait for entry without obstructing vehicles using the nearside southbound lane on Caversham Road. It also states that the applicant does not expect vehicles above 10m to use the Network Rail access point. However, as previously stated it must be confirmed by Network Rail what type of vehicle would use this access this has still not been provided to the Highway Authority it has only been stated by the applicant that this is the case. In addition, the submitted drawings still only identify an 8m long 7.5t box van, as has previously been stated the layout should ensure that no vehicles obstruct the footway or carriageway. Historically no gate existed at this access point and therefore no obstruction should be introduced which would cause a hazard to pedestrians and be detrimental to Highway Safety.	Network Rail have indicated that the largest vehicle expected to use this access would be an 8m 7.5T box van

Topic	RBC Comment	Response
Cycle Parking	The office cycle store for Block A is located within the basement but it is access to this cycle store that I have concerns with given that there is no direct route to and from the store. To access the store you are required to cycle into the residential car park and gain access through a series of doors to the store or push your bike through the office itself to the lift taking you to the basement. Neither of these options will help promote cycling as an alternative mode and may also result in additional issues i.e. tailgating into the basement area as there will be shared areas for residents, office and retail employees. The office cycle store for Block H is also located in the basement and the only access to the store is through the office building and down a lift. This is not conveniently located and is not acceptable. As I have stated above the NPPF states that development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas and this includes how residents and staff get to and from the cycle stores. Revised office cycle parking should therefore be submitted so that convenient access is provided to and from the storage areas.	Please refer to updated TP Bennett Drawings A11113 C 2 100 Rev P13 and 099 Rev P8, showing the ground and basement floors respectively. The drawings show cycle lifts directly accessing the basement cycle parking areas from the surrounding public realm.
S106	Secure a S278/38 Agreement to upgrade the signalized pedestrian crossing located on Caversham Road adjacent to the site south of Northfield Road to a toucan crossing as illustrated on drawing ref 23061101-SDG-HGN-100-DR-D-01011. £5,000 towards a traffic regulation order for alterations to the parking restrictions along the Caversham Road frontage of the site. £300,000 towards upgrade / improve the underpass so that it is suitable for cyclists. To provide and fund the 2 car club spaces identified on the submitted plans.	This is agreed by the applicant. However, please use Drawing 23061101-SDG-HGN-100-DR-D-01012 for the purposes of the agreement. This has identical proposals within the public highway to Drawing 23061101-SDG-HGN-100-DR-D-01011 but updates the highway layout within the site boundary. This is agreed by the applicant. This is not agreed. Further detail is requested from RBC on the nature and extent of works proposed to facilitate further discussions. This is agreed.

Appendix A: Response from Reading Borough Council – 14 January 2020

Memo

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

To: Jonathan Markwell Jonathan.Markwell@reading.gov.uk

Date: 14th January 2019

Re: Consultation on Planning Application

Application Number: 182252

Application Type: Outline Planning Approval

Address: 80 Caversham Road Reading RG1 1AA

Proposal: Outline application considering access, landscaping, layout and scale for redevelopment proposal involving the demolition of all existing buildings and structures (Classes B1a & B2) and erection of new buildings ranging between basement and 2 - 25 storeys in height, providing 658 (79 x studio, 227x1, 335x2 & 17x3-bed) residential units, office accommodation (Class B1a), flexible ground floor shop (Class A1), financial and professional services (Class A2) or restaurant/café (Class A3) uses, a community centre (Class D1), health centre uses (Class D1) and various works including car parking, servicing, public and private open space, landscaping, highways, pedestrian and vehicular access and associated works. This application is accompanied by an Environmental Statement.

Transport Comments

The proposal is a comprehensive redevelopment of the site which was the subject of a previous outline permission in 2011.

It is noted that the proposal includes changes to the land located adjacent to the railway line the red line plan has now been revised to include all the land in question and is therefore deemed acceptable.

Given the scale of the proposal a Transport Assessment has been submitted to accompany the application. This is acceptable and I comment on this as follows:

Pedestrian links

The site is currently impermeable for pedestrians. Pedestrians wishing to travel between the north side of Reading station and roads to the west of Caversham Road are required to detour via Vastern Road.

There is pelican crossing of Caversham Road on the western boundary of the site immediately south of Northfield Road.

The improvements to Reading railway station that were completed in 2014 have enhanced connectivity between the area north of the station and Reading town centre towards the south of the station, through the provision of a new underpass. This has significantly reduced the journey time for pedestrians since the 2012 Consented Scheme for accessing

the town centre area, as previously pedestrians were required to walk via A329 Vastern Road and Forbury Gardens.

The public realm outside the railway station's northern entrance along Trooper Potts Way has also been significantly improved since 2012, with footway provision on both sides of the carriageway along Trooper Potts Way commensurate with dropped kerbs and tactile paving at all informal pedestrian crossing points. This will benefit site users accessing the new bus stops (NA, NB, NC, ND and NE) for the station and those travelling towards northern destinations including the Thames Path and Christchurch Bridge (for Caversham).

There have also been significant improvements to the A329 Vastern Road / Trooper Potts Way junction, which previously did not provide a pedestrian crossing over the A329 due to the presence of a central reservation. As part of the Reading railway station northern entrance completion, a signalised pedestrian crossing has been provided across Trooper Potts Way and across the A329 east of the junction, with dropped kerbs and tactile paving. This has enhanced the safety of pedestrians leaving the site's eastern access point and crossing the dual carriageway which experiences high traffic volumes.

Christchurch Bridge was completed in September 2015 and provides a pedestrian link over the River Thames between the Thames Path near Lynmouth Road and Christchurch Meadows. This will reduce the journey time for site users to reach Caversham than the 2012 Outline Permission from the site's eastern access, via Trooper Potts Way and Norman Place.

The Councils adopted Policies requires improved pedestrian /cycle links between the Town Centre Area and to the north via Christchurch Bridge. It had previously been identified that the internal site layout includes the provision of a uncontrolled pedestrian crossing, and to promote the north / south link this should be provided as a controlled crossing i.e. a tiger crossing to help promote walking and cycling. A revised drawing has been submitted that identifies an indicative tiger crossing that would secure this link. However, following a review of the North Station Square. discussions relating to the relationship with the Aviva site to the north and the realization that the design of the landscaping will be fixed as part of this permission I have the following comments:

- The location of the tiger crossing should be fixed in line with the proposals on the Aviva site to the north.
- The route between the underpass and the tiger crossing should be direct for all users and should be free of steps etc. The route as currently designed provides a separate route for cyclists / wheelchairs / pushchairs which would deviate from the direct route.

In addition a further tiger crossing is proposed in the centre of the site which in principle is acceptable subject to the future development to the north. Again this would be subject to a detailed design and I am happy for this to be dealt with by way of a condition.

It is noted that a revised landscape masterplan has been submitted that illustrates the planting along Caversham Road to be within the application site and not on the Public Highway.

Submitted plans also illustrate doors opening outwards however this is not in accordance with Section 153 of the Highways Act 1980. The Transport Assessment Addendums have stated that this has been addressed however the revised drawing still illustrate doors that open outwards. However I am happy that this can be dealt with by way of a condition.

Pedestrian ramps are provided from ground floor level to the podium amenity areas, it has been confirmed that none of the ramps will exceed 1:20 and revised plans have been submitted but the gradients for all the ramps is still not confirmed on these plans however I am happy that this can be dealt with by way of a condition.

All proposed trees have been positioned so as not to obstruct the footways, they are positioned close to the carriageway edge but the stems of the trees will have a clear stem height of 3.5m when planted, which after 5 years will be a clear stem of circa 4.5m and is therefore deemed acceptable.

Cycle Links

Within the town centre and in the vicinity to the site, there are several signed cycle routes with or without cycle infrastructure, the closest of which being either end of Vastern Road.

There is a cycle hire scheme currently located to the north of the station building and this should be retained. Revised drawings have been submitted to identify their relocated position and this has been deemed acceptable.

The completed Christchurch Bridge across the River Thames is appropriate for cyclists and forms part of the North Reading designated cycle route, enabling a shorter journey time to reach Caversham and other northern suburbs of Reading. It links to National Cycle Network Route 5.

A signalized pedestrian crossing is located on Caversham Road adjacent to the site south of Northfield Road, the proposals include an upgrade to the current pedestrian crossing to include signal controlled crossings for cyclists. The principle of this is deemed acceptable given that this will improve access to the north and west for cyclists. A revised design has also been submitted (drawing ref 23061101-SDG-HGN-100-DR-D-01011, sheet 8 of 11) which shows the full extent of the crossing and the applicant has stated that the details of the proposed changes can be controlled as part of the S278 /38 highways agreement.

The site is currently surrounded by cycle routes that mainly provide routes to and from the West and the North. The proposal includes a cycle route at the western boundary linking to the signalized crossing on Caversham Road however to ensure that the proposal provides joined up connections with the existing cycle network. A dedicated east - west cycle link through the site should be provided that connects Caversham Road / Northfield Road crossing facility with the proposed indicative tiger crossings within the application site that provides the north - south link.

The applicant has previously stated that they are satisfied that the low volume of expected traffic and associated speeds does not require dedicated provision for cyclists within the site apart from the contra-flow lane at the western end.

New dedicated cycle facilities are required to fit together existing parts of the cycle network to make it a comprehensive network that allows residents of Reading to utilize cycling as an alternative mode of travel. This is also an important aspect for the development given that the vast majority of residents will be reliant on alternative modes. The modal share of trips highlights that the development will generate 581 cycle movements and 3,701 pedestrian movements per day and this does not account for the 3,149 movements that would be by train and would require pedestrian movements to the station to the south. It should also be stressed that these figures are solely generated by

the development and do not include movements that would only be travelling through the development. An east / west dedicated cycle link through the site would provide connectivity to the north / south link to the east of the site connecting access to the town centre to the south and Christchurch Meadows to the north as well providing access to the west and north via the northfield Road crossing connecting the site with schools, leisure, Caversham Centre, commercial buildings.

The applicant has submitted revised drawings now illustrated an advisory cycle lane for east and west flows however the drawings would leave an available carriageway width of 3.5m which would comply with DfT document Local Transport Note 02/08 which is the National design standard. This states the following regarding the removal of centre lines and the introduction of advisory cycle lanes at paragraphs 5.3.1 and 5.3.3:

5.3.1 Removing the centre line can reduce traffic speeds, but the technique is not suitable for all roads. Some authorities have chosen to remove the centre line and create a single, wide two-way general purpose traffic lane with advisory cycle lanes on either side (see Figure 5.2). When oncoming motor vehicles need to pass each other, they can momentarily encroach upon the cycle lanes.

5.3.3 The technique is suitable for roads wide enough to accommodate two 1.5 metre cycle lanes and a central general traffic lane of at least 3.5 metres (i.e. an overall carriageway width of at least 6.5 metres). It is best suited to locations where there are few heavy goods vehicles and general traffic flows are low. If carriageway width exceeds 6.5 metres, the additional space can be used to increase the width of the cycle lanes, but they need to be clearly indicated, otherwise motorists may confuse them with general purpose lanes.

I am therefore happy that the central carriageway width complies with Policy.

However as previously stated the Local Transport Note 02/08 and the Sustrans Design Manual within Section 9 of Streets and Roads also states that a dividing strip 0.5m min in width (1m preferred) should be provided between car parking spaces and cycle lane. This has not been provided on the submitted scheme.

The applicant has stated that widening the carriageway to 7.5m is likely to encourage higher traffic speeds and has therefore retained the carriageway width at 6.5m. Although the overall carriageway width would be widened to 7.5m the vehicle route would still be 3.5m in width it is the cycle facility that would be widened and would not encourage increased speeds. The requirement of the 0.5m dividing strip will improve safety for cyclists within the development and therefore must be provided to comply with the National Design Standard.

The submitted drawings also do not identify how the existing shared footway / cycleway along Caversham Road will link with the proposed cycle facility within the development. There would appear to be a gap prior to the commencement of the advisory cycle lane, this should also be addressed by way of amended plans.

The applicant has stated that this has been addressed by way of amended plans but this is still an outstanding issue.

Providing a dedicated cycle route through the site would comply with the requirements of the NPPF which states that development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

Revised drawings should therefore be provided that include the provision of a dedicated east / west cycle lane that are to the required standards.

Public Transport

The site is located within the Town Centre and adjacent to Reading Railway Station, the site is therefore highly accessible.

Site Access

At present, access to the site is possible from the A329 (Caversham Road) and Trooper Potts Way.

The vehicle entrance from the A329 (Caversham Road) southbound provides access to a small on-site car park running along the western border of the site, and to a larger on-site car park on the site's southern side; this is accessible via an access route between the existing buildings.

An additional entrance is taken from Caversham Road immediately north of the railway viaduct and is used by Network Rail to access and maintain the viaduct.

The vehicle access from Trooper Potts Way provides access to a small on-site car park and onsite servicing yard to the rear of the development. Trooper Potts Way's main carriageway, also provides access to Reading station's northern entrance, associated drop-off and car parking facilities. Trooper Potts Way operates a left-out / left-in only arrangement due to the central reservation along the A329 Vastern Road.

A separate two-way carriageway is also provided along Trooper Potts Way's eastern side. This carriageway is restricted to bus and cycle use only and supports a series of new bus stops, which form part of the Reading station transport interchange. This carriageway connects to the priority junction with Bagnall Way, and forms a loop with the main carriageway of Trooper Potts Way, permitting buses to leave in forward gear without turning.

The A329, which is referred to as Caversham Road to the site's west and as Vastern Road to the site's north, forms part of the Inner Ring Road. This route acts as a local distributor road for traffic moving to/from different areas of Reading. The junction between the A329 (Caversham Road) and the A329 (Vastern Road) has been signalised since the application for the 2012 Consented Scheme.

The vehicular access to the site is proposed to remain as per the arrangements agreed for the 2012 Outline Permission. These access arrangements are designed to eliminate vehicular 'rat-running' through the site. These arrangements are detailed as follows:

1. western access - priority junction with A329 Caversham Road, which will operate as left in only for vehicles, and contra-flow westbound cycle lane; and
2. eastern access - vehicular traffic for both left-in / left-out movements will be directed to the signalised junction with the A329 Vastern Road via Trooper Potts Way, via the existing access point adjacent to Station Square.

The western access was previously the subject of a safety audit given the close proximity to the access to the adjacent site, given that the junction design has not altered, the flows

generated by the development and the surrounding Highway flows have reduced I am happy that another safety audit at this stage would not be required. If the application were to be implemented further safety audits would be required in accordance with National Guidance.

No changes are proposed to the recently signalised junction between Trooper Potts Way and A329 Vastern Road, which will remain left-in / left-out only for general traffic. There will also be no amendments to either taxi rank located at Reading railway station's northern entrance.

Vehicular traffic to all plots can enter the site by either junction, at the most convenient point to that plot, however they will be restricted to exiting the site via the eastern access only. The internal access through the site to connect the eastern and western junctions will permit the two-way flow of traffic east of the north-south internal access road. The internal access roads will provide direct access to all buildings and the basement car park entry.

Tracking diagrams have been submitted that confirm that vehicles will be able to enter and exit the site in forward gear and this is deemed acceptable.

I can however confirm that the revised drawings illustrate the tracking of a 10m rigid accessing the site from A329 Caversham Road, this is deemed acceptable and as a consequence I am happy that the junction design is also acceptable.

It was identified at the pre-application stage that conflict could occur at the eastern boundary of the site and the service area for the adjacent retail park, located to the north. It was requested that the Transport Assessment should provide a detailed review of the visibility associated with the proposed Trooper Potts Way access and the service road. The visibility at the service access has been identified as being 2.4 x 9m to the south which would equate to a speed of 10mph, which the developer has identified would be implemented. However it should be confirmed how this speed would be enforced to ensure this speed is complied with given that the speed would be on a private road. In addition I note Department for Transport Circular 01/2013, Setting Local Speed Limits which states the following:

19. Unless a speed limit is set with support from the local community, the police and other local services, with supporting education, and with consideration of whether engineering measures are necessary to reduce speeds; or if it is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility, e.g. at a bend.

As set out previously if the number of trips generated by the proposed development was comparable to the previous use then the Highway Authority would have no objection. The applicant has now submitted trip rate information and this has been assessed, this identifies that the vehicle trips to the development will reduce as part of the development and therefore I am happy that the relationship between these two accesses is acceptable.

The internal road running north to south has been widened to 4.8m and is now in accordance with manual for Streets.

The gradient to the basement car park has now been stipulated as 1:8 and confirms that it meets with standards.

An existing access currently exists to the south west corner of the site and this is to be retained as an access to network rail but will be restricted access through bollard control. It has been confirmed that access to this road from Caversham Road will only be provided to Network Rail vehicles as and when required. A tracking diagram has also been provided demonstrating that vehicles with a length of up to 8m are able to wait for entry without obstructing pedestrian movement. Furthermore, vehicles with a length of up to 10m can wait for entry without obstructing vehicles using the nearside southbound lane on Caversham Road. It also states that the applicant does not expect vehicles above 10m to use the Network Rail access point.

However, as previously stated it must be confirmed by Network Rail what type of vehicle would use this access this has still not been provided to the Highway Authority it has only been stated by the applicant that this is the case. In addition the submitted drawings still only identify an 8m long 7.5t box van, as has previously been stated the layout should ensure that no vehicles obstruct the footway or carriageway. Historically no gate existed at this access point and therefore no obstruction should be introduced which would cause a hazard to pedestrians and be detrimental to Highway Safety.

Trip Rate and Traffic Impact Assessment

To assess the trip generation of the development the applicant has submitted data from the Trip Rate Information Computer System (TRICS). TRICS is the national standard system of trip generation and analysis in the UK and Ireland, and is used as an integral and essential part of the Transport Assessment process. It is a database system, which allows its users to establish potential levels of trip generation for a wide range of development and location scenarios, and is widely used as part of the planning application process by both developer consultants and local authorities and is accepted by Inspectors as a valid way to ascertain likely trip generation.

The TRICS data that has been submitted has been deemed acceptable and therefore accurately assesses the proposed trip generation apart from that relating to the Health Care / Community Centre use. Updated information has been provided for both the Health Care and Community uses so that the most robust assessment can be undertaken. This identifies that the Community use is the most robust and therefore the proposed trip generation has been updated to include the increased trip rates.

I am therefore happy that the overall trip generation for the proposed development is acceptable.

The mode share assessment has been undertaken utilising census data, this methodology has been accepted in this instance given that the sites included within the trip rate data from TRICS have much higher car parking ratio than that proposed. Although car parking does not ultimately increase car use it could result in a slightly higher trip rate given the reduced parking provision on the site. The census data includes Abbey Ward which has a lower provision of parking and therefore would provide a comparable assessment. It is however noted that this has also been reviewed and car use factored down with increases in cycling, bus use, car passenger and train use to compensate for the reduction in car parking. I am happy with this proposed methodology.

The proposed development has now been assessed against updated trip rate information for the existing use on the site. The changes between the existing and proposed uses can be identified in the table below:

Table 4: Change in traffic generation

	AM Peak (08:00-09:00) – two-way	PM Peak (17:00-18:00) – two-way
Existing Use – historic accepted figures	34	46
Proposed Use	33	48
Change	-1	-2
Existing Use – from TRICS	80	88
Proposed Use	33	48
Change	-47	-40

This confirms that the proposed development will result in reduced vehicle trips in the AM and PM peaks and following a review the proposal will also result in a reduction in trips over the course of a full day. The principle of the development is therefore deemed acceptable.

Parking

The Proposed Development will provide 90 parking spaces across all land uses taking account of enhanced public transport improvements local to the site.

70 spaces are located in the basement and these have been allocated to residential use, with the remaining 20 on street parking divided up for office, retail and community use as well as four dedicated to servicing.

This provision and parking layout has been deemed acceptable.

Two car club spaces have been provided at street level to allow residents to have access to a vehicle, without the responsibility of owning one. This complies with the Councils adopted parking standards and will be secured through a S106.

In accordance with RBC's parking standards, a maximum of 4 car parking spaces will be allocated to the office use and is deemed acceptable.

Eight disabled parking spaces are available on the site amended plans have however been submitted to identify these spaces to be separated with 4 spaces identified on street and 4 provided within the basement car park. These are suitably located and provided in a layout that is acceptable.

Following the alterations to the disabled bays a revised car park allocation drawing will be required. This however could be dealt with by way of a condition.

Electric charging points have been included within the proposed development at a provision of 10% of the proposed car parking number and these are distributed between the ground floor and basement parking areas. This is in line with the emerging Local Plan and is deemed acceptable.

In recognition of the low levels of car parking provided on the site, the Applicant proposes to provide in excess of RBC's minimum cycle parking standards for residential development.

Updated TP Bennett drawings and Tables 5 and 6 has been provided to illustrate the allocation of cycle parking across the development.

Table 5 below illustrates that the proposed residential units will be provided with cycle parking in excess of the Councils Policy.

Table 5: Allocation of Long-Stay Residential Cycle Parking

Block	Number of Units		Minimum Required Number of Spaces	Proposed Cycle Parking Spaces	Location
	1-2 bed flats	3 bed flats			
A	150	0	75	100	Basement
B	90	0	45	46	Basement
C	56	0	28	42	Ground Floor
D	81	4	45	68	Ground Floor
E	87	2	46	68	Ground Floor
F	73	4	41	68	Ground Floor
G	59	0	30	44	Ground Floor
H	45	0	23	34	Ground Floor
TOTAL	641	10	333	470	

Having checked this against the submitted plans I can confirm that the cycle parking provided meets with this standard, although it is noted that Block B is actually provided with 92 cycles spaces as opposed to the 46 identified in the table above. This is due to 46 cycle spaces being provided at both ground and basement levels, however this is deemed acceptable.

The table below identifies the number of cycle parking spaces required for the office use.

Table 6: Allocation of Long-Stay Office Parking

Block	Floorspace (m ² gfa)	Minimum Required Number of Spaces	Proposed Cycle Parking Spaces	Location
A	10,065	51	90	Basement
H	6,509	33	60	Basement
TOTAL	16,574	84	150	

The number of spaces is in excess of the Councils Policy and in principle is deemed acceptable however although relocated I still do not believe that the locations for both office cycle stores is conveniently located.

The office cycle store for Block A is located within the basement but it is access to this cycle store that I have concerns with given that there is no direct route to and from the store. To access the store you are required to cycle into the residential car park and gain access through a series of doors to the store or push your bike through the office itself to the lift taking you to the basement. Neither of these options will help promote cycling as an alternative mode and may also result in additional issues i.e. tailgating into the basement area as there will be shared areas for residents, office and retail employees.

The office cycle store for Block H is also located in the basement and the only access to the store is through the office building and down a lift. This is not conveniently located and is not acceptable.

As I have stated above the NPPF states that development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas and this includes how residents and staff get to and from the cycle stores. Revised office cycle parking should therefore be submitted so that convenient access is provided to and from the storage areas.

Indicative locations have been provided for the retail and D1 uses and these are acceptable albeit the amount of cycle parking has not been confirmed. I am however happy for this to be dealt with by way of a condition.

An indicative location for short-stay cycle parking spaces has also been identified on-street and is deemed acceptable. The type of cycle parking is still to be confirmed but this can be dealt with by way of a condition.

Servicing

Deliveries will be undertaken from dedicated on-street loading bays provided within the site's boundary, accessible via the internal access route. Delivery vehicles will be able to use either access to enter the site, but will exit the site via the eastern access only.

Swept path analyses has been undertaken and included within the TA for a delivery vehicle and this is for a 7.5 tonne vehicle however Point 7.8 of the TA stipulates that '*Servicing and delivery vehicles (<7.5 tonne and/or 10m Rigid HGV vehicles) are proposed to enter the site via access junctions at Vastern Road (Plots 1 and 2) and Caversham Road (Plot 3 and the western service yard for Plot 2)*'. Given this additional tracking diagrams have been provided to incorporate the larger anticipated vehicles.

I am happy that adequate on site turning facilities are provided to ensure vehicles can enter and exit in forward gear without excessive reversing with adequate access provided to the loading bays proposed.

Point 4.30 states that '*No servicing will be undertaken from nearby public highways, such as Caversham Road*' however refuse stores and commercial units are accessed directly from Caversham Road which will only encourage on street servicing. The closest bay would be between 26m and 54m on The Avenue, located to the north of blocks G and H. A secondary servicing bay has been provided at the southern end of the proposed building adjacent to the office unit and this is deemed acceptable. However I still have concern regarding the potential for on street servicing along Caversham Road, the applicant should therefore contribute £5,000 towards a Traffic Regulation Order and implementation of such order to upgrade the restriction so that no loading / unloading can take place.

Irrespective of the above the applicant has stated that in order to ensure that no servicing will take place on Caversham Road, refuse stores that are accessed directly from Caversham Road will be subject to a waste management strategy, where refuse is moved to the closest servicing bay prior to collection times.

The building to the east of the site also has extensive refuse stored within the basement it would therefore need to be confirmed how this would be collected. It would seem logical that the service lift to the rear of the building would be used and as such tracking diagrams have been provided that confirm a refuse vehicle would be able to serve the area.

It had previously been requested that revised drawings be provided that identifies the refuse storage areas for all the commercial units as these do not appear to have been illustrated on the submitted plans. It has again been stated that this has been addressed on the submitted plans but the refuse storage areas still only appear to be for the residential and not for the commercial as they are located within or adjacent to the residential access cores. The applicant has stated that this can be dealt with by way of a condition and subject to securing the contribution towards the on street parking controls I would be happy to accept this.

I am therefore happy that subject to the above points any other issues can be addressed by the submission of a Servicing Management Plan which will be secured through a planning condition.

Please ask the applicants agent to submit suitably amended plans / information to address the above prior to determining the application.

S106

Secure a S278/38 Agreement to upgrade the signalized pedestrian crossing located on Caversham Road adjacent to the site south of Northfield Road to a toucan crossing as illustrated on drawing ref 23061101-SDG-HGN-100-DR-D-01011.

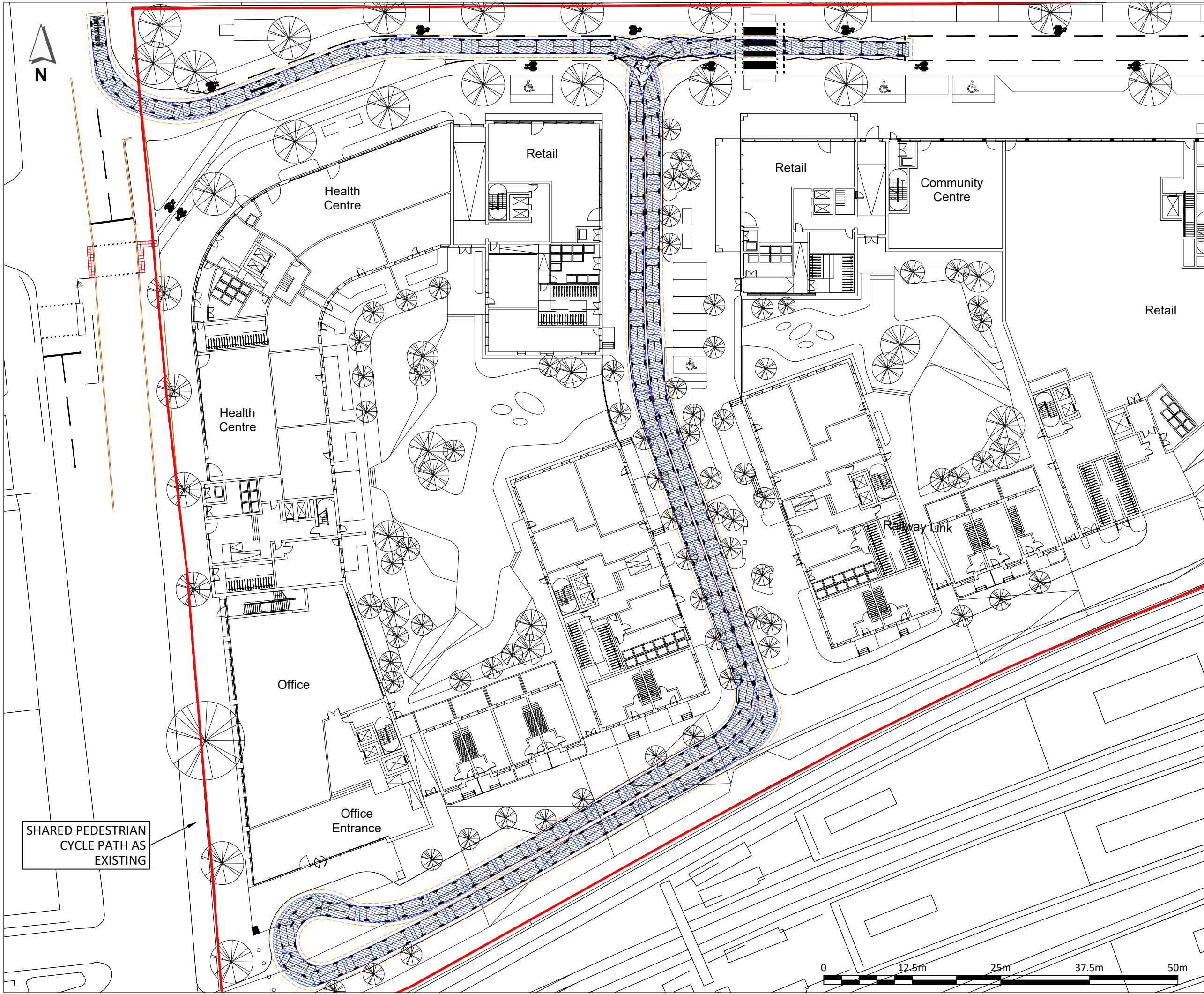
£5,000 towards a traffic regulation order for alterations to the parking restrictions along the Caversham Road frontage of the site.

£300,000 towards upgrade / improve the underpass so that it is suitable for cyclists.

To provide and fund the 2 car club spaces identified on the submitted plans.

Darren Cook
Transport Development Control Manager

Appendix B: Updated Drawings



- NOTES:**
- 1. THIS DRAWING IS BASED ON 'A11113C2050P9.DWG' PROVIDED BY TP BENNETT ON 07.02.20.
 - 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 - 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY

Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	6.000m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

P0	06FEB20	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 1 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:500	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01012

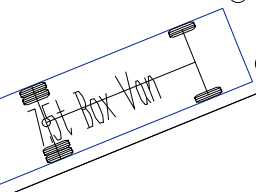


Office
Entrance

SHARED PEDESTRIAN
CYCLE PATH AS
EXISTING

2.5m footway
clearance

PROPOSED RISING BOLLARDS



NOTES:

1. THIS DRAWING IS BASED ON 'A11113C2050P9.DWG' PROVIDED BY TP BENNETT ON 07.02.20.
2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY

8.01

4.21 4.25

7.5T Box Van

Overall Length 8.010m

Overall Width 2.100m

Overall Body Height 3.556m

Min Body Ground Clearance 0.351m

Track Width 2.064m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 7.400m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

PO	06FEB20	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

www.steergroup.com

Client: HERMES PROPERTY UNIT TRUST

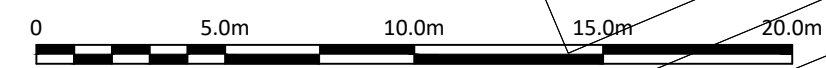
Project Title: READING METROPOLITAN

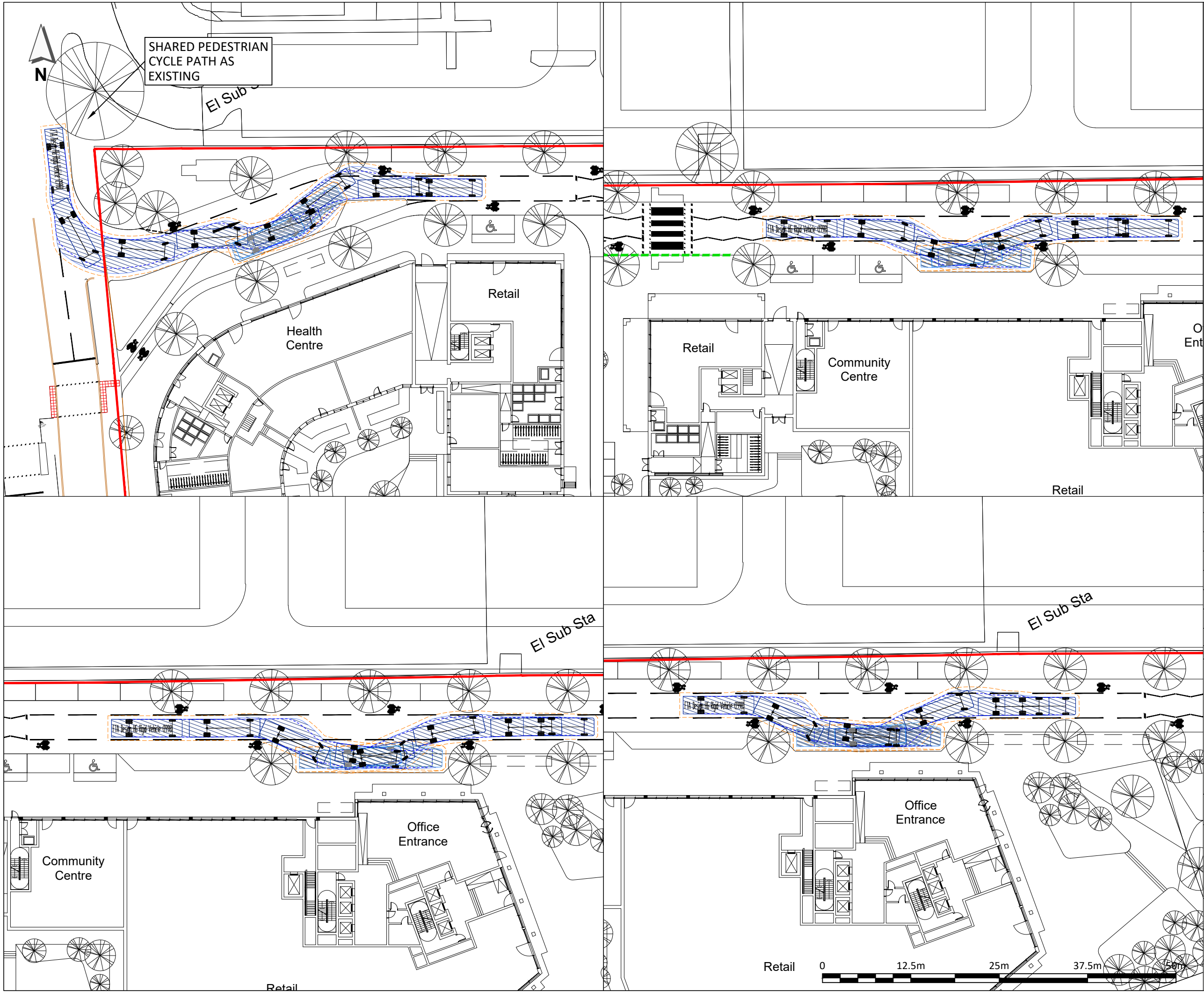
Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 3 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:200	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01012

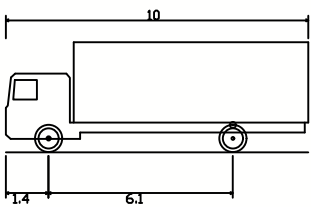




- NOTES:**
- 1. THIS DRAWING IS BASED ON 'A11113C2050P9.DWG' PROVIDED BY TP BENNETT ON 07.02.20.
 - 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 - 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY



FTA Design hg Rigid Vehicle (1998)

Overall Length 10.000

Overall Width 2.500m

Overall Body Height 3.645m

Min Body Ground Clearance 0.440m

Track Width 2.470m

Lock to Lock Time 3.00s

Wall to Wall Turning Radius 11.000m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

P0	06FEB20	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

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Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

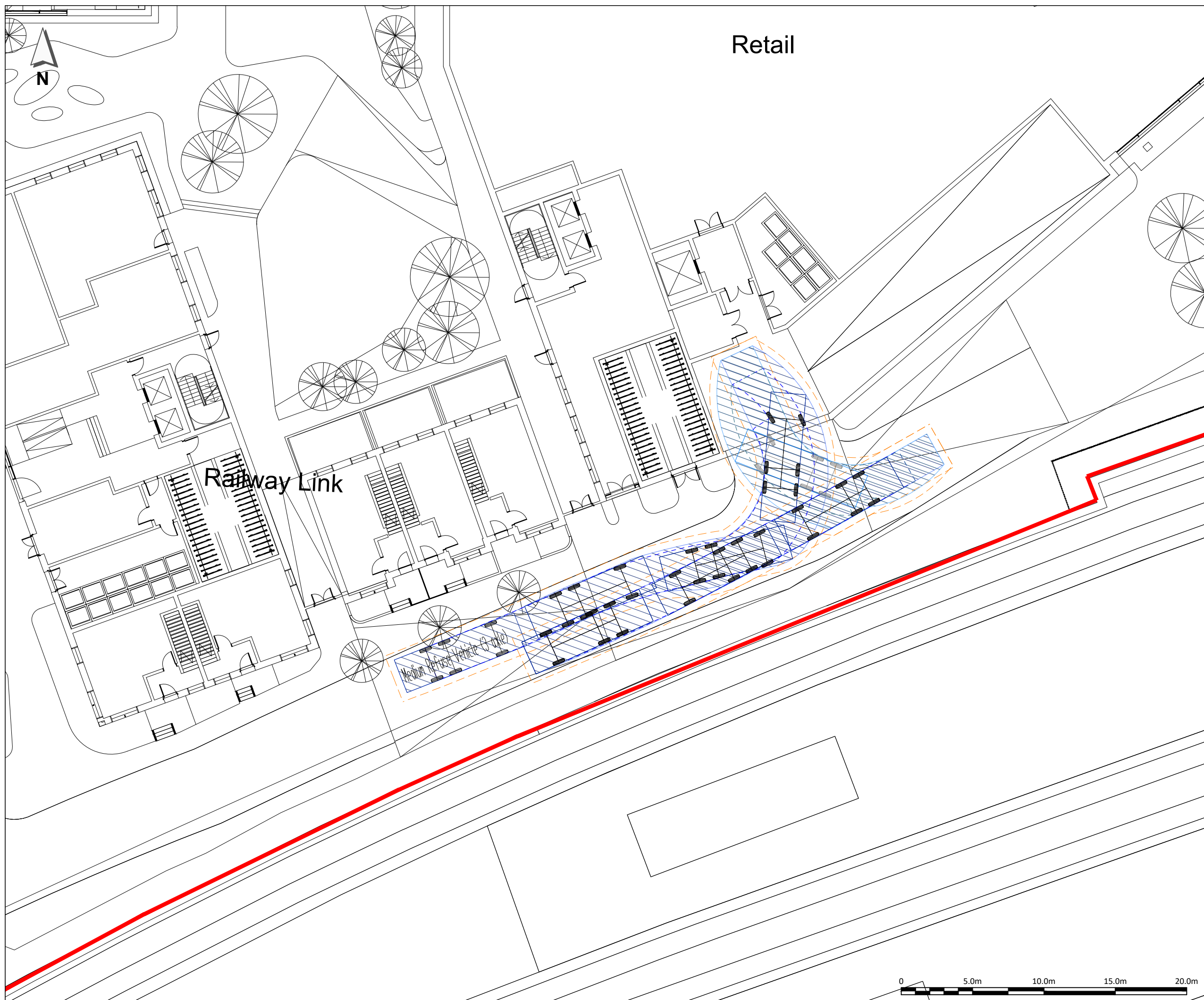
Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 4 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:500	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01012





Retail

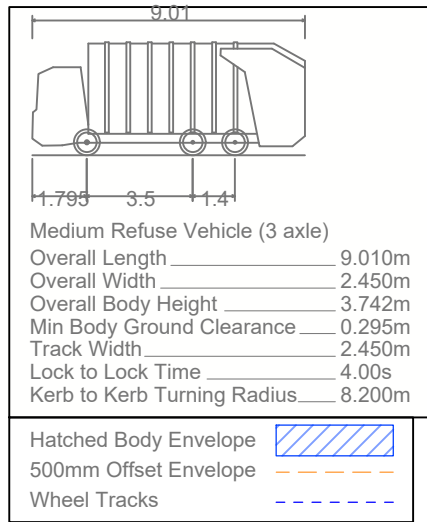
Railway Link

NOTES:

1. THIS DRAWING IS BASED ON 'A11113C2050P9.DWG' PROVIDED BY TP BENNETT ON 07.02.20.
2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY



P0	06FEB20	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: **HERMES PROPERTY UNIT TRUST**

Project Title: **READING METROPOLITAN**

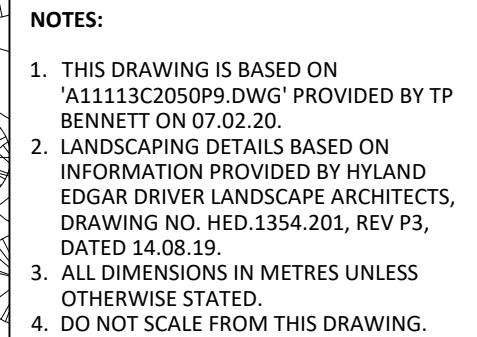
Drawing Title:

GROUND FLOOR
SWEPT PATH ANALYSIS
(SHEET 5 OF 12)

Status:	FIT FOR INFORMATION
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Size: A3	Scale: 1:250	Suitability S2	Rev. P0
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Drawing No.
23061101-SDG-HGN-100-DR-D-01012



FTA Design hg Rigid Vehicle (1998)

Overall Length	10.000
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Wall to Wall Turning Radius	11.000m

Hatched Body Envelope 

500mm Offset Envelope 

Wheel Tracks 

[illegible]

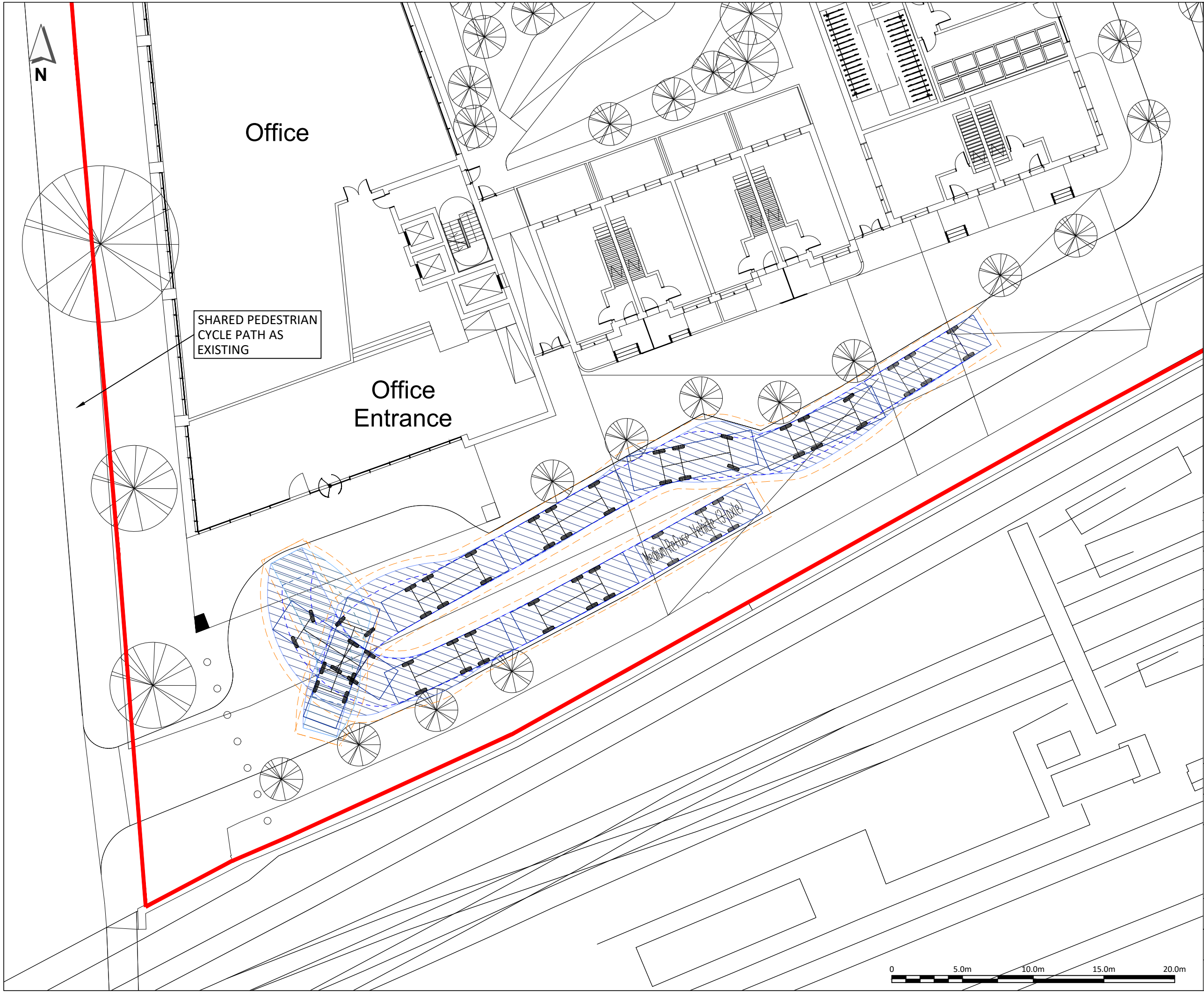
www.steergroup.com

Drawing Title:

GROUND FLOOR
SWEEP PATH ANALYSIS
(SHEET 6 OF 12)

Size: A3	Scale: 1:250	Suitability S2	Rev. P0
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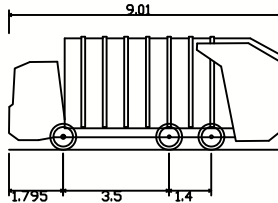
Drawing No.
23061101-SDG-HGN-100-DR-D-01012



- NOTES:**
1. THIS DRAWING IS BASED ON 'A11113C2050P9.DWG' PROVIDED BY TP BENNETT ON 07.02.20.
 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY



Medium Refuse Vehicle (3 axle)

Overall Length 9.010m
Overall Width 2.450m
Overall Body Height 3.742m
Min Body Ground Clearance 0.295m
Track Width 2.450m
Lock to Lock Time 4.00s
Wall to Wall Turning Radius 8.200m

Hatched Body Envelope
500mm Offset Envelope
Wheel Tracks

PO	06FEB20	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: HERMES PROPERTY UNIT TRUST

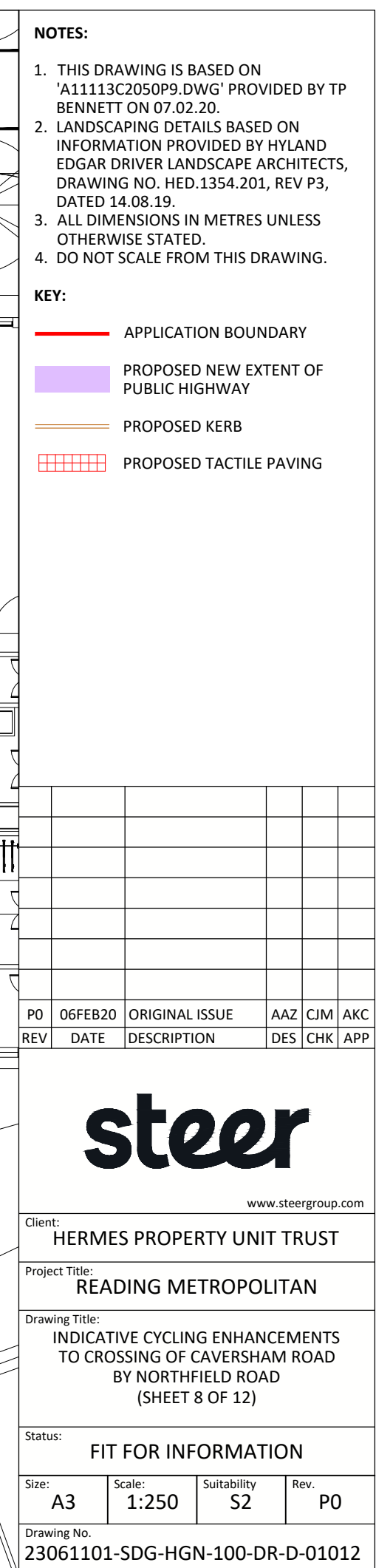
Project Title: READING METROPOLITAN

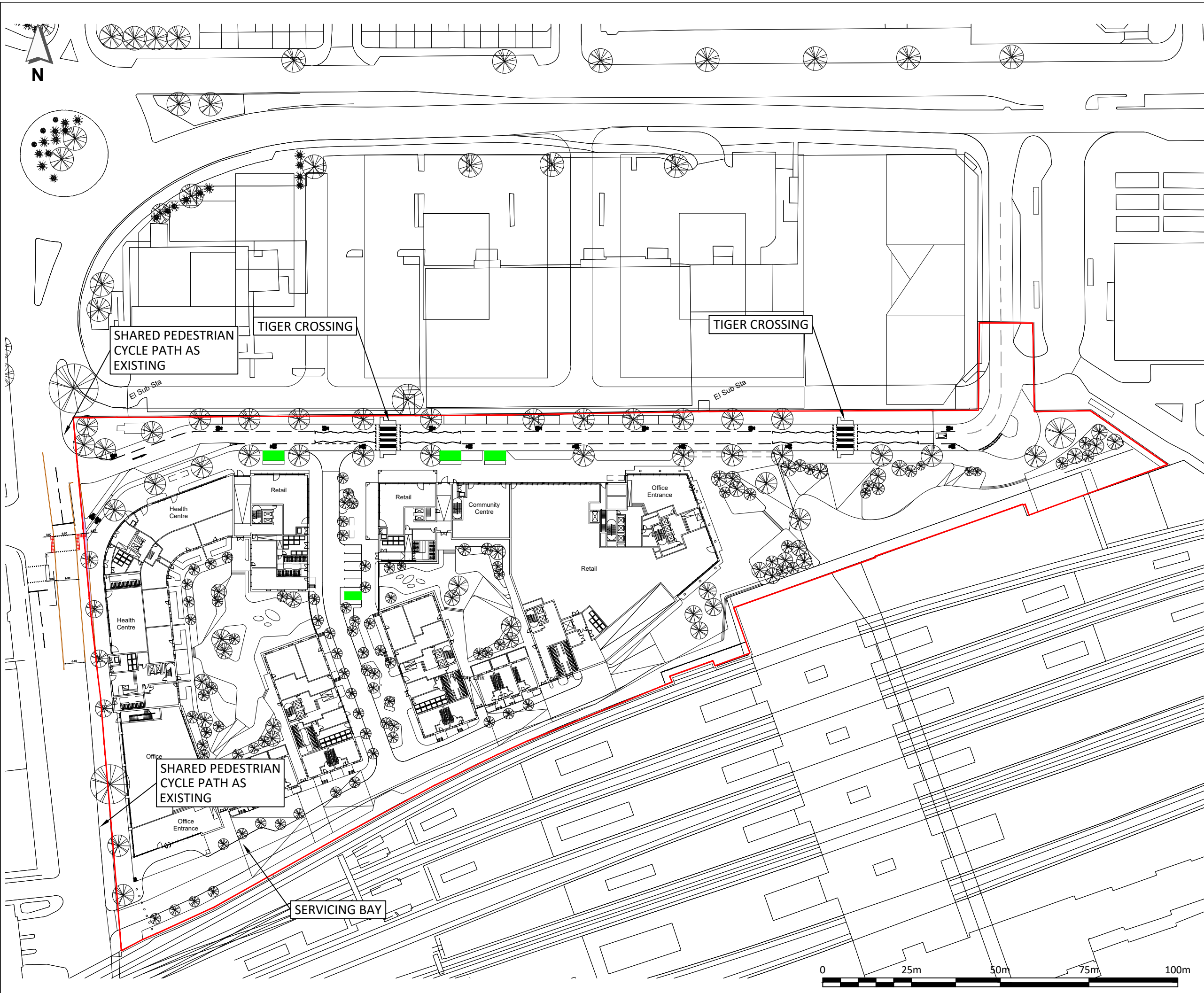
Drawing Title: GROUND FLOOR
SWEPT PATH ANALYSIS
(SHEET 7 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:250	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01012





- NOTES:**
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 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
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- KEY:**
- APPLICATION BOUNDARY
 - ACCESSIBLE PARKING BAY

P0	06FEB20	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

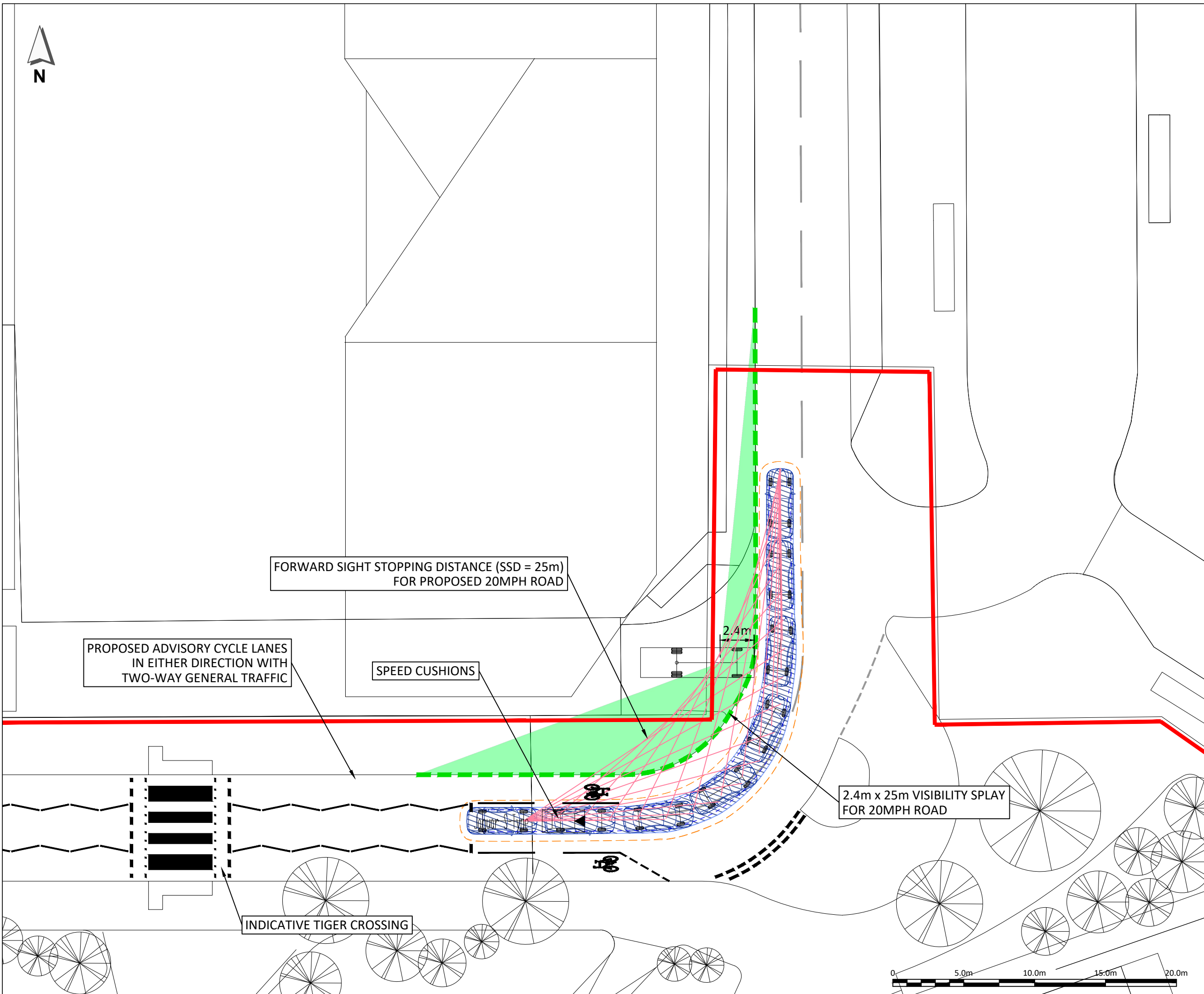
Drawing Title: SITE LAYOUT (SHEET 9 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:1000	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01012

DATE: 20/02/2020 CAD REFERENCE: \\ajp\p061101-SDG-HGN-100-DR-D-01012-09



FORWARD SIGHT STOPPING DISTANCE (SSD = 25m)
FOR PROPOSED 20MPH ROAD

PROPOSED ADVISORY CYCLE LANES
IN EITHER DIRECTION WITH
TWO-WAY GENERAL TRAFFIC

SPEED CUSHIONS

2.4m

2.4m x 25m VISIBILITY SPLAY
FOR 20MPH ROAD

INDICATIVE TIGER CROSSING

NOTES:

1. THIS DRAWING IS BASED ON 'A11113C2050P9.DWG' PROVIDED BY TP BENNETT ON 07.02.20.
2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY

PO	06FEB20	ORIGINAL ISSUE	AZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

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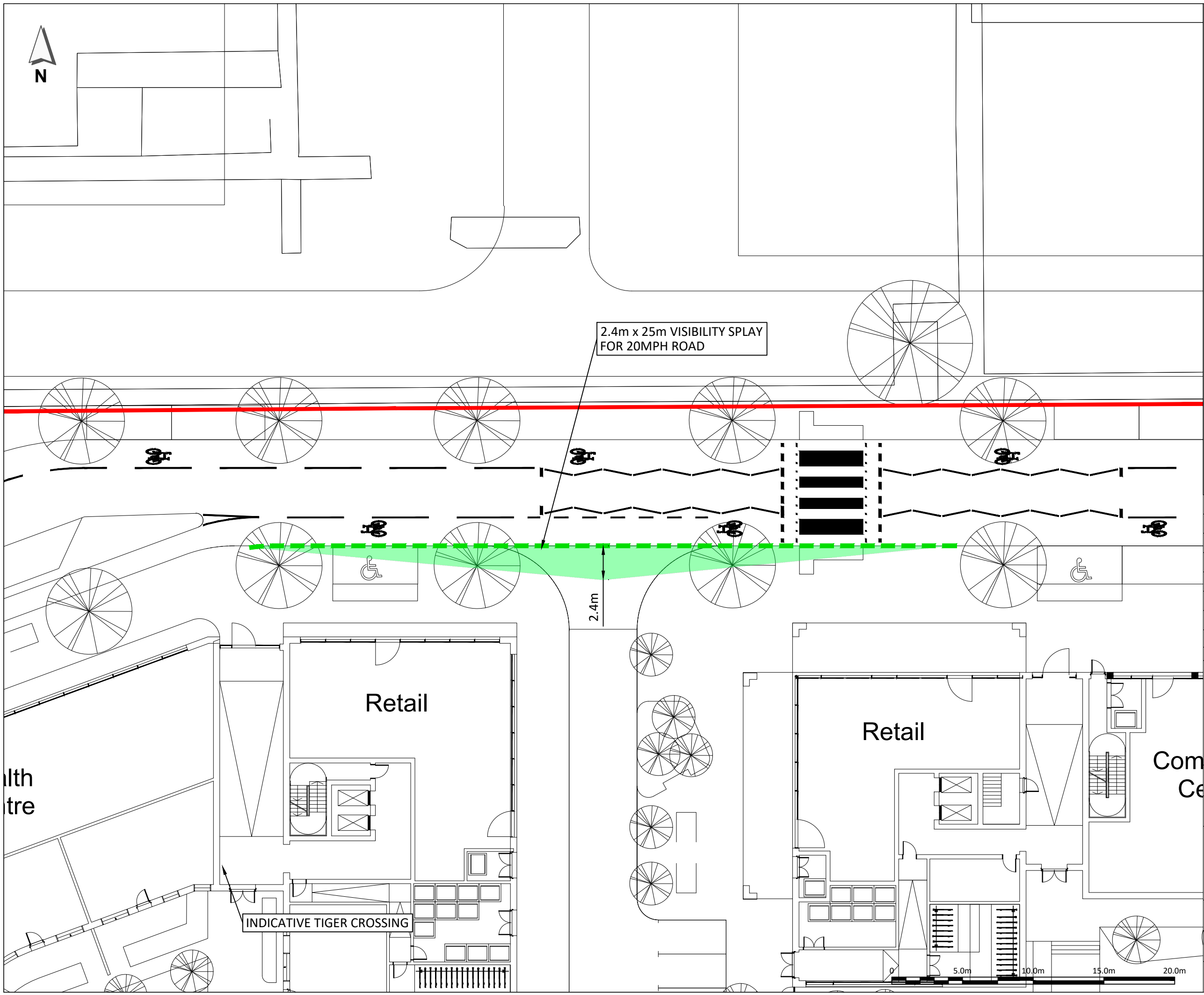
Project Title: READING METROPOLITAN

Drawing Title: TRAFFIC CALMING AND
VEHICLE VISIBILITY SPLAYS
(SHEET 10 OF 12)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:250	Suitability: S2	Rev: P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01012



1. THIS DRAWING IS BASED ON 'A11113C2050P9.DWG' PROVIDED BY TP BENNETT ON 07.02.20.
2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
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— APPLICATION BOUNDARY

P0	06FEB20	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP

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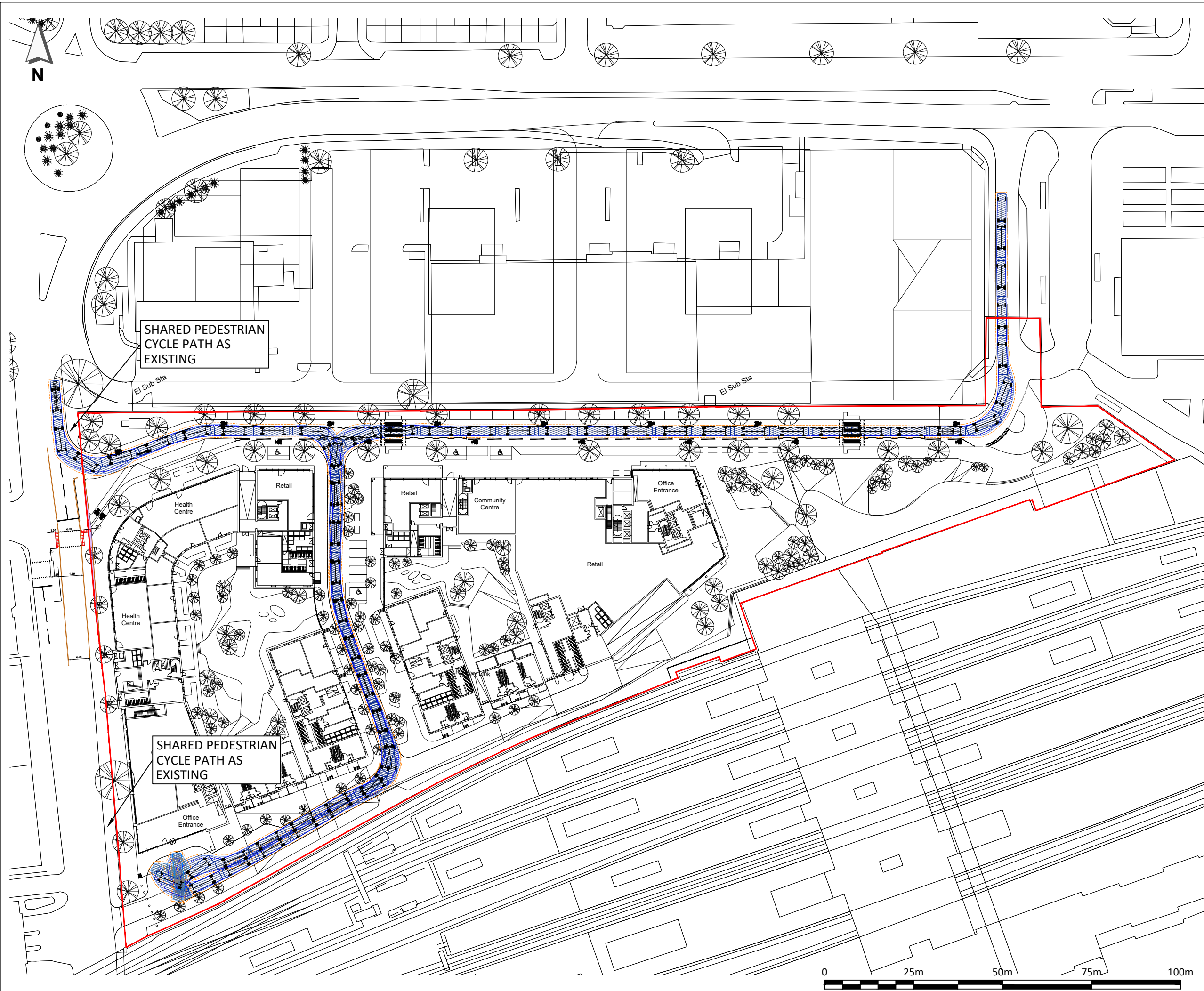
Drawing Title:

TRAFFIC CALMING AND
VEHICLE VISIBILITY SPLAYS
(SHEET 11 OF 12)

Status:	FIT FOR INFORMATION
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Size: A3	Scale: 1:250	Suitability S2	Rev. P0
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Drawing No.
23061101-SDG-HGN-100-DR-D-01012



- NOTES:**
- 1. THIS DRAWING IS BASED ON 'A11113C2050P9.DWG' PROVIDED BY TP BENNETT ON 07.02.20.
 - 2. LANDSCAPING DETAILS BASED ON INFORMATION PROVIDED BY HYLAND EDGAR DRIVER LANDSCAPE ARCHITECTS, DRAWING NO. HED.1354.201, REV P3, DATED 14.08.19.
 - 3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - 4. DO NOT SCALE FROM THIS DRAWING.

KEY:

APPLICATION BOUNDARY

FTA Design hg Rigid Vehicle (1998)

Overall Length	10.000
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Wall to Wall Turning Radius	11.000m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

P0	06FEB20	ORIGINAL ISSUE	AAZ	CJM	AKC
REV	DATE	DESCRIPTION	DES	CHK	APP



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Client:
HERMES PROPERTY UNIT TRUST

Project Title:
READING METROPOLITAN

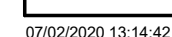
Drawing Title:
GROUND FLOOR
SWEEP PATH ANALYSIS
(SHEET 12 OF 12)

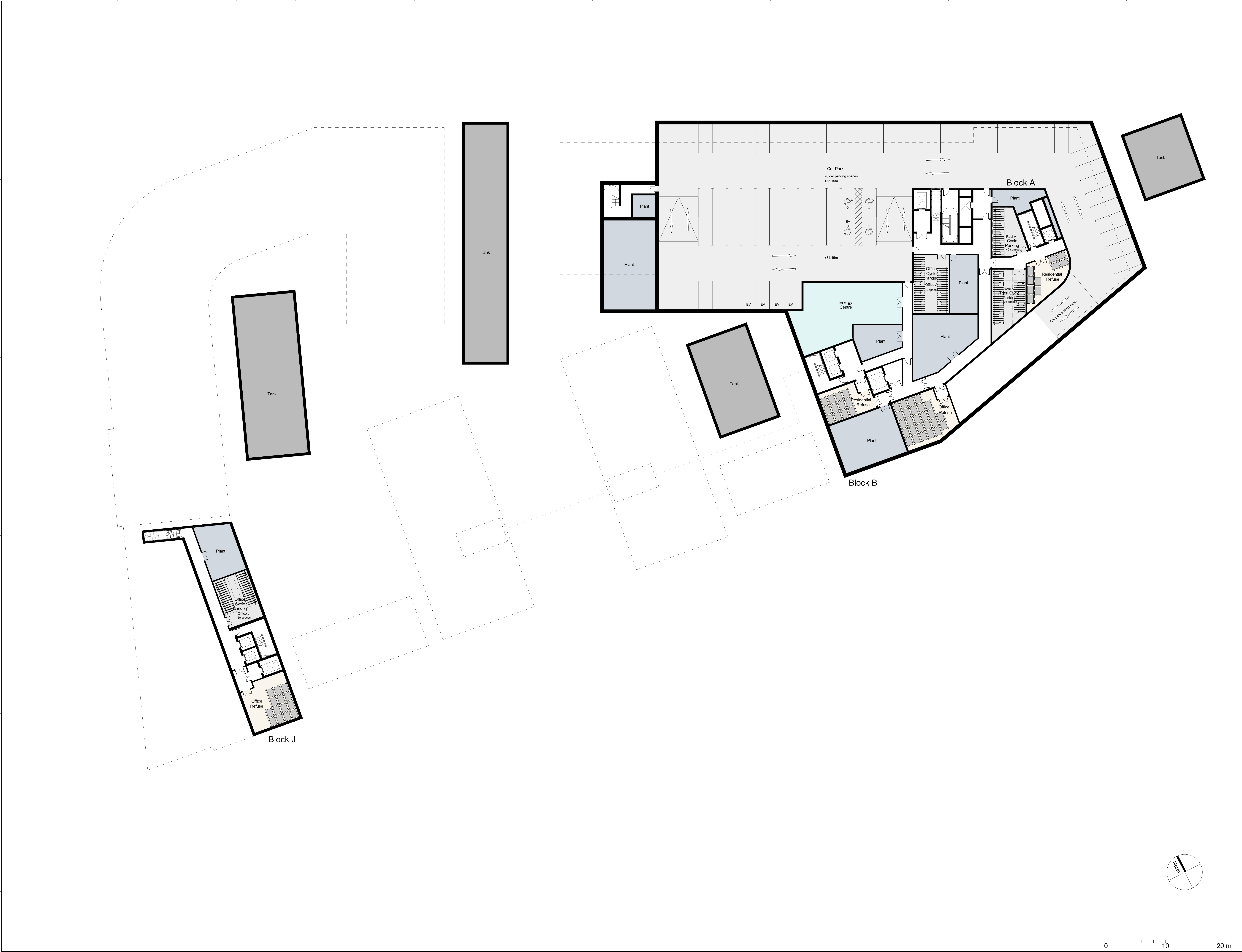
Status:
FIT FOR INFORMATION

Size: A3	Scale: 1:1000	Suitability S2	Rev. P0
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Drawing No.
23061101-SDG-HGN-100-DR-D-01012

\\ajp001\mtd\shared\mtd\Projects\23061101-SDG-HGN-100-DR-D-01012 - 12
DATE: 20/02/2020 CAP REFERENCE:





CLIENT

Hermes Property Unit Trust

STRUCTURAL ENGINEER

SERVICES ENGINEER

COST CONSULTANT

KEY PLAN

NOTES

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

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Car Park

Cycle Parking

Energy Centre

Office Cycle Parking

Plant

Refuse

Resi Cycle Parking

Tank

PS	07-02-2020	New direct access from street level with sub-entry ramp and gate to basement office cycle store for building A & J	CH	NS
PT	24-01-2020	Office site A & J cycle store access revised	CH	BS
PS	14-01-2020	Revised residential unit mix according to RBCA comment	CH	NS
PS	03-10-2019	Water Ave width to 6m, level to be adjusted according to the proposed building (to street level) and revised level for the site area	CH	NS
PS	09-07-2019	Block numbers updated	HD	NS
PS	09-07-2019	Refuse and office waste collection updated	HD	NS
PS	15-02-2019	Revised open refuse and office waste collection	CH	NS
PS	13-12-2018	Issue for outline planning application	CH	NS

No.	Date	Comments	Drawn	Checked

Revision

Issue Status

Planning

tp bennett

architecture

interiors

planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbenne.com

Project

A11113 Caversham Road Reading Metropolitan

Client Title

Illustrative Scheme GA Basement Plan

Drawn

Date

Scale @ A0

Alt Ref

1 : 200

tp bennett Project No.

Series

Zone

Drawing Number

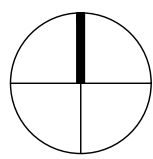
A11113

C

2

099

PS



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Key

- Existing Tree to be Retained (T1) - Refer to Arboricultural Report
- Proposed Tree - The Avenue & Caversham Road
- Proposed Tree in Raised Planter (Over Culvert) - Caversham Road
- Proposed Tree - Middle Street & Railway Link
- Proposed Tree - Communal Gardens
- Proposed Tree - Station Square
- Lawn
- Shrub Planting
- Shared Surface
- Spill-Out Space Setts
- 'Swathe' of feature plank paving
- Raised Planter Informal Seating Edge
- Feature Paving
- Play
- Sculptural Element / Focal Point
- Lighting Column
- Bollard
- Kiosk

FOR PLANNING

P3 - Layout adjusted to reflect planning comments	TE	06.02.2020
P2 - Layout adjusted to reflect planning comments	TE	04.07.2019
P1 - Issued for outline planning application	TE	17.12.2018

REVISIONS

H | E | D

Hyland Edgar Driver

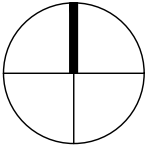
Landscape Architects and Urban Designers

One Wessex Way, Colden Common, Winchester, Hampshire, SO21 1WG
Telephone 01962 711600 Facsimile 01962 713945

PROJECT
CAVERSHAM ROAD, READING

SUBJECT
Illustrative Landscape Masterplan

DATE	17/12/18	DRAWN BY	TE
SCALE	1:500 @ A1	CHECKED BY	CK
DRAWING NUMBER	HED.1354.100	REVISION	P3
DRAWING STATUS	B		
A - PRELIMINARY	B - ISSUED FOR PLANNING / INFORMATION	C - ISSUED FOR DESIGN / INFORMATION	D - ISSUED FOR TENDER
E - ISSUED FOR APPROVAL	F - ISSUED FOR CONSTRUCTION	G - AS BUILT	



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FOR INFORMATION

P6 - Layout updated and issued for information	TE	07.02.2020
P5 - Layout updated and issued for information	TE	05.02.2020
P4 - Issued for information	TE	15.08.2019
P3 - Issued for information	TE	14.08.2019
P2 - Issued for information	TE	13.08.2019
P1 - Issued for information	TE	17.12.2018

REVISIONS

H | E | D
Hyland Edgar Driver
Landscape Architects and Urban Designers
One Wessex Way, Colden Common, Winchester, Hampshire, SO21 1WG
Telephone 01962 711600 Facsimile 01962 713945

PROJECT
CAVERSHAM ROAD, READING

SUBJECT
Landscape General Arrangement Plan

DATE	17/12/18	DRAWN BY	TE
SCALE	1:500 @ A1	CHECKED BY	CK
DRAWING NUMBER	HED 1354 201	REVISION	P6

DRAWING STATUS
FOR INFORMATION
A - PRELIMINARY B - ISSUED FOR PLANNING C - ISSUED FOR DESIGN D - ISSUED FOR TENDER
E - ISSUED FOR APPROVAL F - ISSUED FOR CONSTRUCTION G - AS BUILT