

TRANSPORT STATEMENT

Perfect Property Developments Ltd

Southampton Street, Reading

September 2021

Transport Statement

Report control

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Primary Author: Jack Clarke-Williams Initialled: JCW

Contributor: - Initialled: -

Review by: Tim Bright Initialled: TB

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1 Introduction

- 1.1 Vectos has been commissioned by Perfect Property Developments Ltd to provide a Transport Statement in relation to the proposed development of 19 flats at the site of the former Co-op Funeralcare business, 75-81 Southampton Street, Reading. The proposed development will be car free, and as such will not include car parking provision.
- 1.2 The site layout is provided at **Appendix A**.
- 1.3 This report considers the transport and highway issues resulting from the proposed development. In particular it considers the following tests as set out at paragraph 108 of the National Planning Policy Framework (NPPF):
- Have opportunities for sustainable transport modes been appropriately taken up;
 - Will safe and suitable access to the site be achieved for all people; and
 - Will the residual impact be mitigated to an acceptable degree?

Planning History

- 1.4 The development proposals benefit from extensive pre-application advice from Reading Borough Council (RBC), which is attached at **Appendix B**. Initial pre-application advice was received on 30th January 2020, and further pre-application advice was received on 15th June 2021.

January 2020 Pre-application Advice

- 1.5 The initial pre-application advice was sought in relation to two options, the first the proposed demolition of existing building and construction of a five-storey block of 21 flats, and the second including additional land to erect a five-storey building of 50 flats. Although the proposed development now differs from these previous pre-app proposals, some of the advice received is still pertinent to the newly proposed scheme.
- 1.6 Regarding highways and transportation, the initial pre-application advice states:
- “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.”
- “In my opinion given the central location of the site just outside of the town centre and its good access to public transport an under provision of car parking spaces could be acceptable, subject to the demonstration regarding highway safety referred to above.”
- 1.7 The initial pre-application advice received indicates that the site is within a location that lends itself to car-free development, as it is close to public transport nodes and active travel corridors. The excellent access to sustainable travel modes from the site is demonstrated in **Section 3**. The pre-

application scheme submitted related to a proposed development including car parking, however following the initial advice received, the developer has decided to progress a car free scheme.

- 1.8 It is noted that the initial pre-application advice refers to the provision of advice under separate cover from RBC's Transport Development Control Team, however this has not been received.

June 2021 Pre-application Advice

- 1.9 Since the initial pre-application advice, control of the site has changed and a different scheme has been progressed. Pre-application advice was received from RBC on the 15th of June 2021, which considered the proposed demolition of the existing building and construction of a five-storey block of 24 flats at the site. In regard to car free development, the pre-application advice states:

“As detailed in the Council's current Parking Standards and Design SPD for developments of more than 10 residential units in Zones 1 and 2, developers will be required to provide or support a car club on the site or demonstrate that the development will have access to and the use of a car club on a nearby site.

Given the central location of the site, surrounding on-street parking controls and subject to the car club requirements above there would be no objection to a car free development in this location.”

- 1.10 In response to these pre-application comments, **Section 3** sets out the proximity of the site in relation to existing car club facilities, and **Section 4** sets out the parking control measures that will be delivered.

- 1.11 The pre-application advice also states:

“There are concerns that the development would result in an increased pressure for parking on surrounding roads and potential instances of illegal parking from service vehicles visiting the development. Therefore, a development without dedicated on-site servicing access would not be supported in this location.”

- 1.12 In addition to the proposed parking control measures, the site will provide dedicated on-site servicing access, as shown within **Section 4**.

Report Structure

- 1.13 The remainder of the report is set out as follows:
- **Section 2 – Policy Context:** Provides a brief overview of transport policy;
 - **Section 3 – Existing Situation:** Provides a description of the existing transport conditions;
 - **Section 4 – Development Proposals:** Describes the proposed development, access and parking arrangements;

- **Section 5 – Trip Generation and Development Impact:** Sets out the trip generation and traffic impact related to the development proposals; and
- **Section 6 – Summary and Conclusions:** Summary and findings of the Transport Statement.

2 Policy Context

- 2.1 This section details the relevant national and local transport related policy documents. The transport related policies and objectives that relate to the proposed development are outlined below.

National Policy

National Planning Policy Framework (NPPF, June 2021)

- 2.2 The National Planning Policy Framework (NPPF) sets out national planning policies for England and how they should be applied. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.
- 2.3 The NPPF identifies that “*plans and decisions should apply a presumption in favour of sustainable development*” and for decision-taking this means:
- c) approving development proposals that accord with an up-to-date development plan without delay; or
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 2.4 In terms of promoting sustainable transport the following paragraphs of the NPPF are considered relevant to the development proposals:
- 2.5 Paragraph 104:
- “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

2.6 Paragraph 107:

“If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

2.7 Paragraph 108:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network...”

2.8 Paragraph 110:

“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;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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.”

2.9 Paragraph 111:

“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.”

2.10 Paragraph 112:

“Within this context, applications for development should:

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

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

Local Policy

Reading Borough Council Local Plan – Adopted November 2019

2.11 The Local Plan guides development in Reading up to 2036, and the transportation policies relevant to the development proposals are:

- Policy TR1 - Achieving the Transport Strategy: All development proposals should have an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by sustainable modes, in accordance with any agreed transport assessment submitted as part of the application;
- Policy TR3 - Access, Traffic and Highway-Related Matters: New developments should provide safe and suitable vehicular access; not lead to a detrimental impact to the function of the transport network and/or the safety of all road users; and not generate regular HGV activity on un-suitable roads;
- Policy TR4 – Cycle Route and Facilities: Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities; and
- Policy TR5 - Car and Cycle Parking and Electric Vehicle Charging: 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.

Revised Parking Standards and Design SPD – Adopted October 2011

Parking

- 2.12 The local parking standards set a zonal system with the *Revised Parking Standards and Design SPD*. The proposed development is within Zone 2 (Primary Core Area), and the document states the following about this zone:

“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. (pg 7.)”

- 2.13 It is noteworthy that the boundary between Zone 1 and Zone 2 is the Inner Distribution Road, which is approximately 400m north of the proposed development site. The required parking standards are shown below in **Table 2.1**.

Table 2.1: Required Residential Parking Standards

Dwelling Type	Zone 1	Zone 2	Cycle Parking
1-2 Bed Flat	0.5 spaces per dwelling	1 space per dwelling	0.5 spaces per dwelling
3+ Bed Flat	1 space per dwelling	1.5 spaces per dwelling	1 space per dwelling

- 2.14 The parking standards state that the quantum of parking given in **Table 2.1** is a requirement, and that:

“Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result”.

Car Clubs

- 2.15 The SPD sets out at Chapter 9, that for developments of more than 10 residential units in Zone 1 and 2, developers will be required to:

“- Provide or support a car club on the site, or demonstrate that the development will have access to and the use of a car club on a nearby site.

- Create dedicated car parking spaces on the site for the car club.”

Summary

- 2.16 The policy review has demonstrated that opportunities for sustainable travel is a key consideration in the context of a car free residential development, alongside ensuring that safe and suitable access can be achieved. Therefore, the following report reviews the accessibility of the site and evaluates whether the development proposals will encourage the use of sustainable modes of transport. Further to this, an assessment has been undertaken to establish any potential impact of the proposals on the local transport infrastructure and networks.

3 Existing Conditions

3.1 This section considers the existing conditions at the site, and the surrounding transport network.

Site Location

3.2 The site is currently occupied by the former Co-operative Funeralcare building, with associated access and parking. It is bounded to the south west by Southampton Street (A327), to the north by vacant land allocated for a housing development, and to the east by a private car park. It is located approximately 50m south east of the Crown Street / Southampton Street junction. The site location is shown below in **Figure 3.1**.

Figure 3.1: Site Location



3.3 Access for all users is presently from Southampton Street, with two private crossovers enabling access to the car park and the shop frontage.

Highway Network

3.4 Southampton Street is a one-way road featuring two lanes, and is approximately 6.5m in width. The road is subject to a 30-mph speed limit. There is street lighting, and the section of road is subject to parking restrictions in the form double yellow lines in the immediate vicinity of the site frontage. There are parallel parking spaces on the southern side of Southampton Street (approximately 50m), which provides short term public parking, and extended parking provision for permit holders.

Sustainable Access Strategy

- 3.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation (CIHT) have prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- Most people will walk to a destination that is less than one mile, as 80% of journeys shorter than 1 mile are made wholly on foot (Planning for Walking, 2015);
 - The bicycle is a potential mode of transport for all journeys under five miles (approximately 8 kilometres) (Planning for Cycling, 2015); and
 - Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (Planning for Walking 2015).
- 3.6 Manual for Streets (MfS) identifies ‘walkable neighbourhoods’ as being “characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot”. However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and TD91/05 of the Design Manual for Roads and Bridges (DMRB) contend that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles respectively.
- 3.7 Further to the above, it is considered that the site is accessible by sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

Accessibility by Foot

- 3.8 Southampton Street features footways on both sides of the carriageway within the vicinity of the site. This pedestrian provision benefits from street lighting, and overlooking from neighbouring properties to provide natural surveillance.
- 3.9 Southampton Street’s signalised crossroad junction with Crown Street / Pell Street provides signalised crossing points, with a toucan crossing facilitating pedestrian and cycle crossing over Crown Street towards the town centre, continuing along Southampton Street.
- 3.10 Reading Town Centre is accessible for pedestrians from the site via footways, which generally feature a high standard of crossing points which are signalised with associated tactile paving. Reading Railway Station and the main bus terminals are accessed from the town centre. The town centre is located 800m from the site access, which is half the 1-mile (1.6km) distance threshold quoted as being a reasonable walking distance, as set out previously.

Accessibility by Cycle

- 3.11 A shared footway/cycleway begins at the junction of Southampton Street / Crown Street, and continues to route north towards the town centre. A shared footway/cycleway continues east on

Crown Street, which becomes London Road and provides an off-road cycle route to the University of Reading London Road Campus and the Royal Berkshire Hospital.

- 3.12 The Reading Cycle map, attached at **Appendix C**, demonstrates the cycle provision in the vicinity of the site. This also illustrates that the R1 cycle route is located approximately 500m west of the site access. The provides a dedicated cycle route to the Green Park employment area and Reading International Business Park. These major employment destinations are well within a 5-mile (8.0km) distance, which is commensurate with the guidance as set out above.

Accessibility by Public Transport

Local Bus Services

- 3.13 There are several bus stops in the immediate vicinity of the site. A bus stop is located on Pell Street, and is approximately 100m west of the site access. This stop features a flag and timetable information, and provides access to the 11 Bronze service, which routes between the town centre and Coley Park. A further bus stop is located on Southampton Street, approximately 100m south of the site access. This stop features a flag and live timetable information. This provides access to the 5 and 6 route, which are shown below in **Table 3.1** to provide a frequent service. The full timetables are available at **Appendix D**.

Table 3.1: Local Bus Service Frequency

Service	Route	Frequency		
		Weekday	Saturday	Sunday
11 Bronze	Reading Town Centre - London Street - Pell Street - Coley Park	3 per hour	3 per hour	2 per hour
5 Emerald	Reading Railway Station - London Street - Southampton Street - Whitley - Whitley Wood	6 per hour	3 per hour	2-3 per hour
6 Emerald	Reading Railway Station - London Street - Southampton Street - Whitley - Whitley Wood - Tesco Distribution Centre	6 per hour	3 per hour	2-3 per hour

Source: Operator Timetables

- 3.14 As shown in **Table 3.1**, the bus stops in the vicinity of the site provide access to frequent bus services which is typical of a town centre location.

Local Rail Services

- 3.15 Reading Railway Station is located approximately 1.2km north of the site, and is accessible via the footway network. The station is the interchange between the Great Western Railway main line, and CrossCountry trains, and therefore provides access to a wide range of destinations, including London Paddington, which is approximately 25 minutes by rail. The railway station is located well within the 1-mile threshold as set out by the guidance documents above.

Accessibility By Car Clubs

- 3.16 Co-wheels operate several car club locations within Reading, which provide access to short term car rentals. Co-wheels members receive a smartcard, allowing them to book online and have keyless

access the cars. The cars can be booked for short periods, from half an hour, or for days at a time. When the driver is finished with the vehicle, the car is returned its bay, where it is then ready for the next driver to use. There is an initial membership fee of £25, and hourly rental rates range from £4.75/hour to £7.25/hour, depending on the type of vehicle used. There is also an additional mileage fee, which ranges from 18p to 20p a mile.

- 3.17 The closest Co-wheels site is located at Filbert Street, and is approximately 1.5km east of the site accessed via King's Road and Forbury Road. This facility currently offers three vehicles for short term hire. In addition, a Co-wheels car is located at Cemetery Junction, which is approximately 1.5km east from the site access via London Road.
- 3.18 Both of these car club sites are the equivalent to approximately a 20-minute walk, which is well within the 1-mile walking threshold as set out within *Planning for Walking* (CIHT, 2015). As the service is pre-booked, this means users can confirm that a vehicle is available prior to walking to the car club facility.

Baseline Travel Patterns

- 3.19 To assess the relative attractiveness of the sustainable transport modes from the site, 2011 Census data related to travel modes of residents living in the local area has been interrogated. This is shown below in **Table 3.2**.

Table 3.2: 2011 Census Modal Split

Travel Mode	Reading MSOA 11	Reading
Public Transport	32.20%	22.00%
Rail	20.70%	10.40%
Bus	11.50%	11.60%
Car/van Driver	30.40%	49.50%
Car/van Passenger	3.10%	4.70%
Taxi	0.40%	0.40%
Motorcycle	0.40%	0.60%
Pedal Cycle	3.50%	4.40%
On Foot	29.40%	17.90%
Other	0.70%	0.60%
Total	100%	100%

Source: 2011 Census

- 3.20 The data in **Table 3.2** indicates that the majority of existing Reading residents travel to work by modes other than the private car. The information demonstrates the residents in the local area choose to travel via more sustainable modes, such as walking and public transport, in comparison to the Reading wider area. The proportion of residents that travel by private car to/from work is almost 20% lower within the local area in comparison to wider Reading average.
- 3.21 The existing modal split indicates that the site location is within a highly sustainable area of the town, and therefore is ideally suited for car free residential development.

Local Amenities

- 3.22 Further to the review of local sustainable transport opportunities, a review of the amenities in the vicinity of the site has been undertaken. The town centre location of the development site means there is a real opportunity to live local, whereby most day-to-day facilities and services can be reached by foot or cycle. A local facilities plan is shown at **Figure 3.2**, which demonstrates the key facilities in the immediate surrounds of the site.
- 3.23 The local amenities are shown below in **Table 3.3**, which demonstrates the distance from the site access, alongside the associated walk and cycle times.

Table 3.3: Local Amenities

Facility Type	Facility	Distance (m)	Journey Time (minutes)	
			Walk	Cycle
Public Transport				
Bus Stop	Pell Street	100m	1	1
	Southampton Street	100m	1	1
Railway Station	Reading Railway Station	1200m	14	5
Car Club	Co-wheels Cemetery Junction	1600m	19	6
Education				
Primary School	Katesgrove Primary School	200m	2	1
Secondary School	The Wren School	2300m	28	9
Health				
Doctors Surgery	London Street Surgery	450m	5	2
Hospital	Royal Berkshire Hospital	800m	10	3
Leisure and Retail				
Leisure	University of Reading Sports Centre	1600m	19	6
Retail	The Oracle Shopping Centre	350m	4	1
Town Centre	Reading Town Centre	800m	10	3
Supermarket	Morrisons	1800m	22	7
Restaurant	Bakery House	400m	5	2
Convenience Store	Tesco Express	200m	2	1
Public House	The Turks	350m	4	1
Employment				
Employment	Reading Town Centre	800m	10	3
	Forbury Place	1300m	16	5
	Green Park	4000m	15	-
Worship				
Church	Church of St Giles	200m	2	1

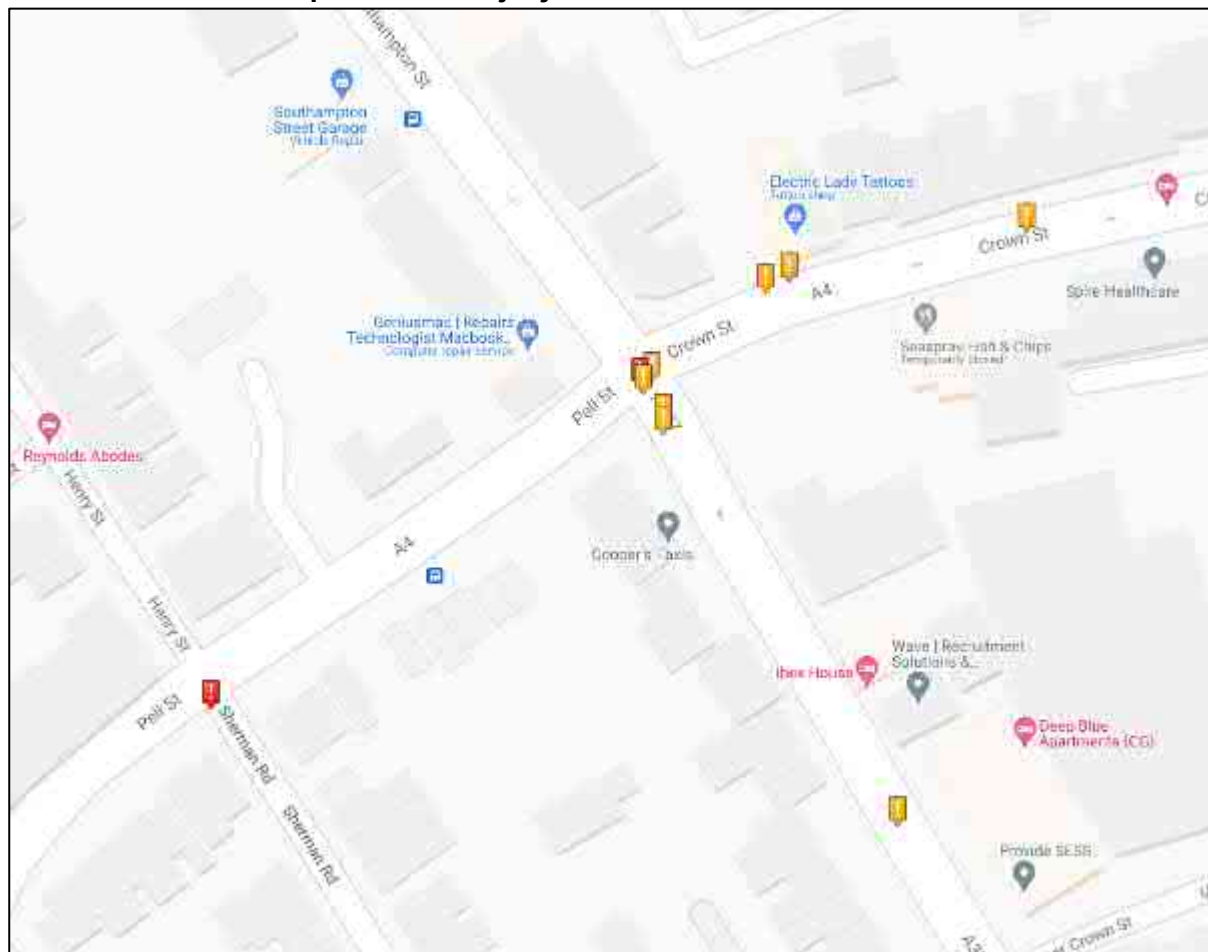
Based on walking speed of 1.4 m/s and cycle speed of 4.4m/s

- 3.24 **Table 3.2** demonstrates that there is a wide range of facilities located in the immediate vicinity of the site. Bus stops are located within a very short walk from the site, which combined with the high frequency of services, enables a real alternative to private car travel.

Road Safety

- 3.25 A personal injury collision (PIC) review has been undertaken using the Crashmap online search tool for the most recent five-year period available. This has identified that there have been several PICs as illustrated in **Extract 3.1**.

Extract 3.1: Crashmap Personal Injury Collisions



- 3.26 The PICs shown in **Extract 3.1** indicate there is a clustering of five collisions at the Southampton Street / Pell Street / Crown Street junction.
- 3.27 The development proposals will reduce the potential for any vehicular conflict at this junction, as there will cease to be a vehicular ingress/egress onto Southampton Road. Therefore, the number of vehicle movements will be somewhat reduced following development, as well the propensity for conflicting movements from vehicles entering and exiting the site.
- 3.28 The junction features signalised crossing points in all direction for pedestrians, and a toucan crossing which enables cyclists to cross Crown Street. All users are accommodated at the junction and no significant issues with the highway network have been identified following an initial review.
- 3.29 Further to the initial review, a PIC report can be obtained if requested by RBC.

Summary

- 3.30 This section has demonstrated that the proposed development site is well located in its ability to access sustainable transport opportunities. This includes a high frequency bus service within 200m of the site access, and a principal cycle corridor along London Road being located within 50m of the site access.
- 3.31 There is also a wide range of local facilities within the vicinity of the site that enables local living, and reduces dependence on the private car. This includes Reading Town Centre, where there is a substantial retail and leisure offer, alongside significant employment opportunities.
- 3.32 Therefore, it is considered that the development site is compliant with paragraph 108a of the NPPF, as there are appropriate opportunities for sustainable travel modes to be taken up. The site is also considered to be compliant with Policy TR1 of the RBC Local Plan, as the site has an excellent level of accessibility by sustainable modes.

4 Development Proposals

- 4.1 This section describes the proposed development, access and servicing arrangements, and cycle parking for the site.

Context

- 4.2 The development proposals include 19 residential flats, which are divided into the following mix:
- 8 x 1 bedroom;
 - 10 x 2 bedroom; and
 - 1 x 3 bedroom.
- 4.3 The site layout is available at **Appendix A**.

Access Arrangements

- 4.4 The pedestrian and cycle access points provide direct access onto Southampton Street. The northern access point provides a side access to the shared rear garden, where the bicycle store is located.
- 4.5 The development will be a car free scheme, and therefore the current dropped kerb access onto Southampton Street will be stopped up as part of this application. It is intended that servicing and deliveries will be completed on-street. Further details with respect to servicing are provided below.

Parking Arrangements

Car Parking

- 4.6 As stated, the development will not include private car parking provision. An application of the local parking standards shown in **Section 2** would result in the requirement of between 12 (Zone 1) and 22 (Zone 2) parking spaces.
- 4.7 Notwithstanding the local parking standards, the initial pre-application advice received indicates that due to the central location within Reading, an under provision of parking could be acceptable. The pre-application advice states:

“In my opinion given the central location of the site just outside of the town centre and its good access to public transport an under provision of car parking spaces could be acceptable, subject to the demonstration regarding highway safety referred to above. It is not uncommon for residential developments in similar locations within Reading to under-provide for car parking given the good level of accessibility and public transport links in and around the town centre. For example, a nearby scheme for 11 residential units (ref. 181117) at 34-36 & 38 Southampton Street was recently approved as a car free development.”

- 4.8 The development site is excellently located in regard to access to sustainable travel opportunities, and therefore the car free proposals are suitable. A review of the existing conditions at the site withing **Section 3** sets out:
- the site is located within 100m of a high frequency bus service;
 - the site is a 14-minute walk (1.2km) to the second busiest railway station in the country that provides direct connections to Central London and other principal Thames Valley towns;
 - there is a direct connection into the cycle network approximately 50m south of the site access; and
 - a range of local facilities, including significant retail and employment centres, are within a reasonable walking distance of 1-mile, as set out within *Planning for Walking (CIHT, 2015)*,
- 4.9 There are parking restrictions on street in the vicinity of the development, which preclude residents from parking without the relevant permit. This does however offer short term parking for visitors or those utilising hire vehicles / car clubs. There are also car parks towards the town centre on Church Street, approximately 300m from the site access, which provides parking provision for any residual car use.
- 4.10 Further to the exemplified sustainability credentials of the site, it is considered that the development's location is ideally suited to be a car-free scheme. Indeed, it is worthy to note that RBC has previously approved similar schemes in the local area, such as the a nearby scheme for 11 residential units (ref. 181117) at 34-36 & 38 Southampton Street which was recently approved as a car free development.
- 4.11 Notwithstanding this, the Applicant is willing to accept a suitably worded planning condition that would prevent future residents from applying for (i) residents and (ii) visitor parking permits to minimise any potential for parking to take place on surrounding roads. With this measure included, it is clear that the Applicant and RBC will have made suitable provision to prevent the overspill of parking onto surrounding streets. There can thus be no suggestion that the scheme would thus introduce a highway safety issue and accordingly it is clear that the proposed development accords with Local Plan Policy TR5.

Servicing Provision

- 4.12 The June 2021 pre-application advice states:
- “Any future proposal for residential development on the site should include provision of on-site vehicle servicing access for a small lorry/van, greater set back of built form from the Southampton Street frontage with more extensive frontage landscaping, including tree planting. Officers advice is that the servicing requirements should be worked into the design in a sympathetic element/feature rather than simple provision of servicing bay to the frontage which would not contribute positively to the street-scene or overall design.”
- 4.13 A servicing layby will be provided alongside the application, which can be accessed by way of a vehicular crossover. **Drawing 205626/AT/A01** demonstrates that a small lorry (Online delivery vehicle), can park within the bay without impeding the footway. In line with the pre-application advice,

this has been set back from the road edge to reduce the visual impact, and maintain priority to pedestrians along Southampton Street.

- 4.14 The servicing bay will also allow resident to drop off items from car clubs/hire cars, prior to return the car to the hire facility or car club space.

Cycle Parking

- 4.15 The cycle parking standards shown within **Table 2.1** require a total of 10 cycle parking spaces. The site layout at **Appendix A** demonstrates that the development will provide 20 cycle parking spaces within an enclosed bike store. This significantly exceeds the RBC requirement, and further increases the attractiveness of cycling for residents.

Delivery and Servicing Strategy

- 4.16 A refuse store is located to the east of the site, which is accessible directly from Southampton Street. Refuse collection will be undertaken from the street, which is in line with the existing collection arrangements at neighbouring residential properties on Southampton Street. Although this is a typical arrangement whereby refuse vehicles wait in the carriageway, there is a benefit of two 'straight ahead' lanes on Southampton Street at the access to refuse area. This means cars can pass stationary refuse vehicles safely if needed.
- 4.17 There is short term public parking available immediately adjacent to site access and in the surrounding residential roads to allow delivery vehicles to service the development without waiting in the carriageway.
- 4.18 In addition, a servicing space is provided at the frontage, which will provide parking for small lorries and vans from Southampton Street. This is in accordance with pre-application advice received.

5 Trip Generation and Development Impact

- 5.1 This section of the Transport Statement outlines the vehicular trip generation of the development proposals, and the net change from the existing situation.

Existing Trip Generation

- 5.2 The site is currently occupied by a former Co-operative Funeral Home. There is no quantitative information available related to the previous trip generation, and the TRICS database does not provide a comparable land use. The previous trip generating activities at the site were likely to include:

- Staff commuting to/from work;
- Crematorium Funerals;
- Non-Crematorium Funerals;
- Funeral Director Visits to Bereaved Families;
- Bereaved Family Visits to Funeral Home;
- Cemetery Superintendent visits;
- Deliveries; and
- Doctor visits.

- 5.3 These previous activities will have generated vehicular trips throughout the day. Staff commuting was likely to be concentrated around the traditional network peak hour period of 08:00 – 09:00 and 17:00-18:00, with funerals more likely to be undertaken during the off peak period between 09:00 and 17:00.

Proposed Trip Generation

- 5.4 The trip generation for the proposed development has been calculated using the TRICS database version 7.7.3.
- 5.5 The TRICS database has been interrogated under the land use for 'Flats Privately Owned', with surveys limited to England. The following parameters were selected:
- Main Land Use: Residential
 - Sub Land Use: Flats Privately Owned
 - Survey type: Multi Modal Total People
 - Region: England, excluding Greater London

- Location Types: Town Centre, Edge of Town Centre,
- Date Range: 01/01/12 to 18/11/19

5.6 The trip rates and resulting trip generation is shown in **Table 5.1**, and the full TRICS output is available at **Appendix E**.

Table 5.1: Proposed Total Person Trip Generation

Time Period	Trip Rates (per unit)			Total Person Trips (19 Flats)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.10	0.51	0.61	2	10	12
PM Peak (17:00-18:00)	0.43	0.21	0.64	8	4	12
Daily (07:00-19:00)	2.67	2.74	5.41	51	52	103

5.7 The existing modal splits shown in **Section 3** have been applied to the total person trip generation shown in **Table 5.1**, however the car driver modal split has been removed and reallocated proportionality across the remaining modes to reflect the proposals being car free. The resulting trip generation by mode is shown in **Table 5.2**.

Table 5.2: Trip Generation by Travel Mode

Travel Mode		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Public Transport	46%	1	4	5	4	2	6	23	24	48
Rail	30%	1	3	3	2	1	4	15	15	31
Bus	17%	0	2	2	1	1	2	8	9	17
Car/van Passenger	4%	0	0	1	0	0	1	2	2	5
Taxi	1%	0	0	0	0	0	0	0	0	1
Motorcycle	1%	0	0	0	0	0	0	0	0	1
Pedal Cycle	5%	0	0	1	0	0	1	3	3	5
On Foot	42%	1	4	5	3	2	5	21	22	43
Other	1%	0	0	0	0	0	0	1	1	1
Total	100%	2	10	12	8	4	12	51	52	103

5.8 The proposals are likely to generate 12 trips in both the AM and PM peak hours. Over a daily period (07:00-19:00), the proposals are expected to generate a total of 103 trips, of which 43 will be undertaken by foot, and 48 trips will utilise public transport.

Summary

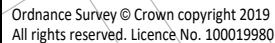
5.9 Due to limited information available, it is currently not possible to calculate an accurate trip generation of the previous funeral home. However, the nature of the car free proposals will result in a net reduction in vehicles generated from the site.

- 5.10 There will be an uplift in pedestrians and cyclists associated with the site. The audit in **Section 3** has demonstrated the local non-motorised user infrastructure is of high quality and is commensurate with the marginal uplift of demand resulting from the proposals.
- 5.11 In the context of the NPPF paragraph 108, the impact of the proposals on the surrounding highway network in terms of capacity and congestion cannot be considered severe, and the proposals do not result in a significant impact upon highway safety. Therefore, no additional mitigation is required, and the proposals are in accordance with paragraph 109 of the NPPF.
- 5.12 The development impact is also considered compliant with Local Plan Policy TR3 as the development does not lead to a detrimental impact to the function of the transport network and/or the safety of all users.

6 Summary and Conclusions

- 6.1 Vectos has been commissioned by Perfect Property Developments Ltd to provide a Transport Statement in relation to the proposed development of 19 flats at the site of the former Co-op Funeralcare business, 75-81 Southampton Street, Reading. The proposed development will be car free, and as such will not include car parking provision.
- 6.2 The site is located 800 metres from the centre of Reading, and is within 200m of bus stops on Pell Street and Southampton Street which are served by frequent services that will encourage future residents to utilise bus travel. It is also well located to an established network of pedestrian and cycle infrastructure that enable people to travel to and from the site by active travel. It is therefore clear that the site is well placed to encourage less reliance upon the private car, and therefore represents an exemplar location for car free residential development. There are also two car club facilities located within a reasonable walking distance of 1.5km, which provides residents with the option of car travel when required.
- 6.3 The development will provide cycle parking in excess of the local parking standards, which will be located to the rear of the building within a secure weatherproof bike store. Pedestrian access will remain from Southampton Street, and the proposals will result in the removal of two vehicular crossovers. A servicing layby, to facilitate deliveries and drop offs is provided in line with pre-application advice.
- 6.4 There will be a net reduction in vehicles trips generated from the site, in comparison to the historic funeral home use. There will be an increase in pedestrian and cycle trips from the development, however an audit of the existing facilities demonstrates that the infrastructure in place is of high quality and will be commensurate to the forecast uplift in non-motorised users.
- 6.5 In summary, this Transport Statement demonstrates that:
- The location of the site accords with the relevant national and local transport planning policies;
 - The site benefits from access to a sustainable transport network that provides alternatives to the private car;
 - There are a wide range of facilities within the vicinity of the development which enables local living;
 - The site has suitable servicing and delivery arrangements; and
 - The proposals conversion from a funeral home to residential use will result in a net overall decrease in vehicular trips associated with the site and as such will have an overall positive impact from a transportation capacity and safety perspective.
- 6.6 It is concluded that there are no highways or transport related reasons for not permitting the development.

Drawings



DRAWING NUMBER:	205626/AT/A01	REVISION:	B
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Figures

Figure 3.2 – Local Facilities Plan



Legend

- Site Location
- + Hospital
- + Doctors Surgery
- + Convenience Store
- + Car Club
- + Bus Stop
- + Place of Worship
- + Primary School
- + Secondary School
- + Public House
- + Railway Station
- + Shopping Centre
- + Sports Centre
- + Public Car Park

CLIENT:

Perfect Property
Developments Ltd

PROJECT:

Southampton Street, Reading

FIGURE TITLE:

Local Facilities Plan

SCALES:

NTS @ A3

DRAWN:

JCW

CHECKED:

TB

DATE:

17.12.2020

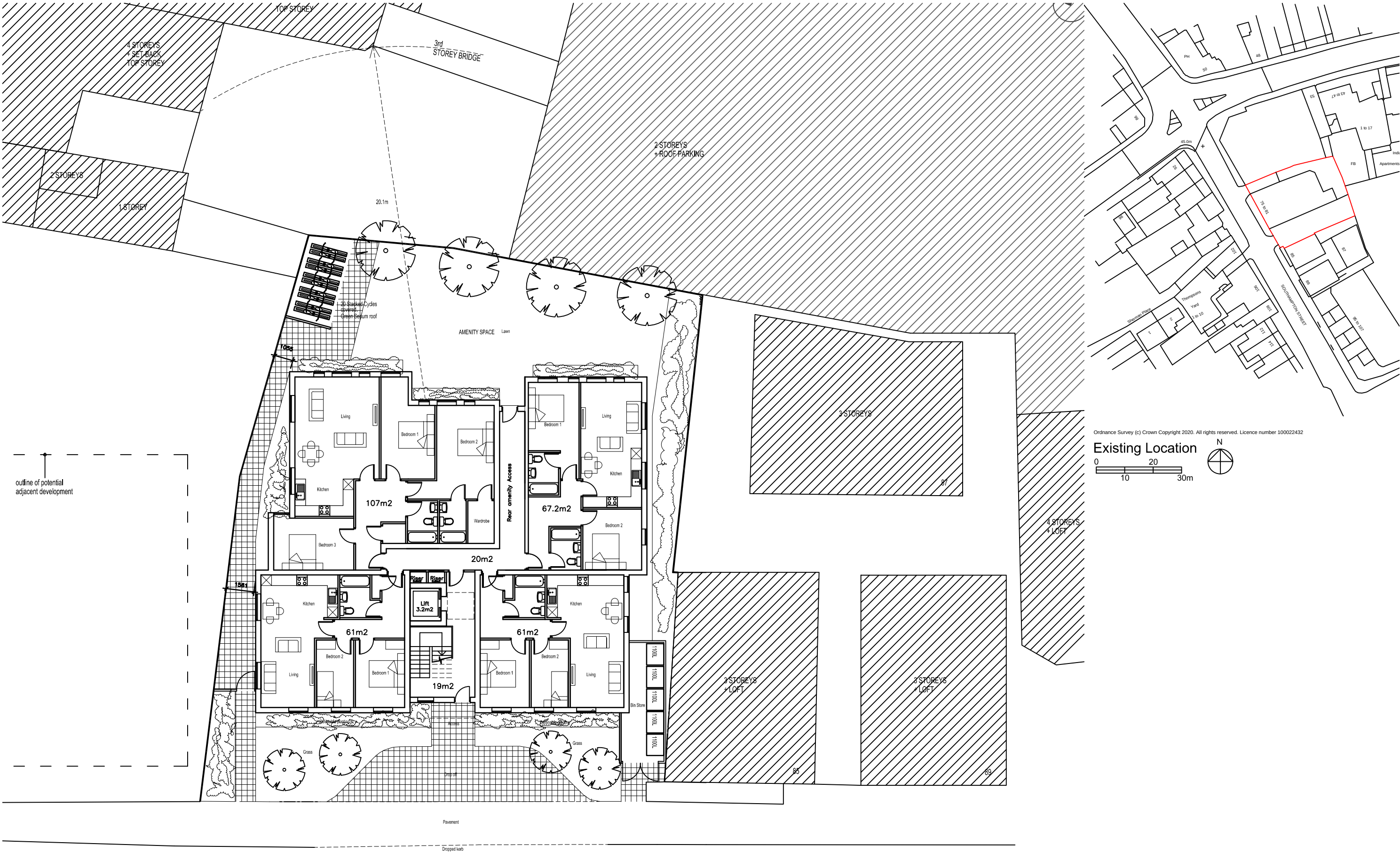
vectos.

FIGURE NUMBER:

3.2

Appendix A

Site Layout



SOUTHAMPTON STREET



Client	Job	Drawing	Date	Scale	Drawing No.	Revision
Sunny Grewal	75-81 Southampton St, Reading. RG21 2QU	Proposed Ground Context	December 2020	1:200	PD01	Rev J

Appendix B

Pre-Application Correspondence



Frances Martin
Executive Director for Economic
Growth
and Neighbourhood Services

Civic Centre, Reading, RG1 7AE
☎ 0118 9373787

Dr Bob Newell
Newell Projects Ltd
56 Saunderton Vale
High Wycombe Bucks
HP14 4LJ
By email only

Our Ref: 210207/PREAPP
Direct: ☎ 0118 937 3625
e-mail: matthew.burns@reading.gov.uk

15th June 2021

Your contact is: **Matt Burns Planning & Building Control**

Without prejudice

Dear Dr Newell

210207/PREAPP at Co-Operative Funeral Care 75-81 Southampton Street
Proposed demolition of existing building and the construction of a five storey block of 24 flats

This is a pre-application response further to the above enquiry valid 4th February 2021 and additional documents received on 13th April 2021.

Any planning application at the site would be considered within the context of the Reading Borough Local Plan 2019. RBC Supplementary Planning Documents would also be applied where relevant, together with national guidance (the NPPF). Please use this link to view the local policies: <https://www.reading.gov.uk/planningpolicy>

Site description

The Co-Operative Funeral care building at 75-81 Southampton Street (referred to as Plot A as part of this pre-app) is located on the east side of Southampton Street close to the junction with Crown Street to the north. The site comprises a single storey unit occupied by Co-operative Funeral Care with associated access and parking (plot size 0.07 hectares).

The site is located within the Reading Central Area as defined by the Reading Borough Local Plan 2019, within area of archaeological potential, an air quality management area and within an area of potentially contaminated land. There are number of Grade II and Grade II* Listed Buildings surrounding the site whilst the London Street/Market Place Conservation Area is located 70m to the north beyond the junction with Crown Street.

The proposal

Pre-application advice is sought in relation to the proposed demolition of existing building and construction of a five storey block of 24 flats

Relevant Planning History

As you are aware pre-application was supplied previously on the site under ref. 201237 in relation to the proposed demolition of the existing building and construction of a 4-storey residential building (Use Class C3) containing 18 dwellings.

Appraisal

Land Use Principles

The site currently contains the Co-operative Funeral Care building and under the pre-application proposals this building would be demolished. The loss of this existing use and building must therefore be assessed as part of any planning consideration.

The supporting letter submitted with the pre-application advice request outlines that the building was previously used in relation to funeral sales as opposed to a funeral parlor use. This would indicate that the former use of the building would be Class E (former A1 use class - shop). The site is located within the Reading Central Area as defined by Policy CR1 (Definition of Central Reading) but it located outside of the Central Core, Primary Shopping Area and is not located with a designated Primary Frontage (Policy CR7). Therefore, there is no specific policy restriction upon loss of A1 uses in this location and as such there is no policy objection to the principle of the loss of an E/A1 land use on the site.

The loss of existing building must also be considered. Policies CC7 (Design and the Public Realm) and CR2 (Design in Central Reading) seeks that all development must be of high design quality that maintains and enhances the character and appearance of the area within which it is located. Policy EN1 (Protection and Enhancement of the Historic Environment) seeks that historic features including their settings are protected, Policy EN6 (New Development in a Historic Context) seeks that in areas characterised by heritage assets the historic environment will inform and shape new development. Whilst the existing building is not considered to be of any architectural or historic interest of itself, it is nonetheless modest in scale such that it does not harm the setting of the surrounding heritage assets. However, subject to a proposed replacement building being of high design quality and which preserves and enhances the setting of the surrounding heritage assets, there is unlikely to be any objection from officers to the removal of the existing building.

In terms of a proposed residential land use on the site, the National Planning Policy Framework (2019) encourages the effective use of land by reusing land that has been previously developed (brownfield land) such as the applicant site and seeks that all housing applications should be considered in the context of the presumption in favor of sustainable development. The accessibility of the site is considered acceptable for the proposed development (CC6 Accessibility and the Intensity of Development) whilst new residential units would align with the broad objectives of Policy H1 (Provision of Housing), in assisting in meeting the Borough's annual housing targets.

As you are aware the adjacent and cleared site to the north on the corner with Crown Street is allocated for residential development under Policy CR14j (Other Sites for Development in Central Reading - Corner of Crown Street and Southampton Street). This sets out that residential development on the site should:

- Enhance the setting of nearby listed buildings;
- Take account of potential archaeological significance;
- Address noise impacts on residential use; and
- Address air quality impacts on residential use.

The above issues with regard to impact on nearby heritage assets, archaeological significance and noise and air quality impacts on future residential use would also be highly pertinent to the principle of residential development on the pre-application site.

Given the location of the site the junction of two of the busiest roads in and out of Reading Town Centre where this is a significant level of stop-start traffic, noise and air quality assessment/mitigation studies would be required to be submitted as part of any future planning application and will be key to informing the principle of an acceptable form of residential development on the site.

Layout, Design, Appearance and Landscaping

As referred to in the Principle section of the letter the pre-application option sites are located within the setting of a number of Grade II and Grade II* Listed Buildings as well as within a designated view of heritage significance.

Policies CC7 (Design and the Public Realm) and CR2 (Design in Central Reading) seek that all development must be of high design quality that maintains and enhances the character and appearance of the area within which it is located, including landscaping. Policy EN1 (Protection and Enhancement of the Historic Environment) seeks that historic features including their settings are protected, Policy EN6 (New Development in a Historic Context) seeks that in areas characterised by heritage assets the historic environment will inform and shape new development.

The view north down Southampton Street from Whitley Street towards the Grade II listed St Giles Church past the pre-application sites is identified as a significant view with heritage interest within the Borough. Policy EN5 (Protection of Significant Views with Heritage Interest) seeks that the new development should not harm and where possible should make a positive contribution to views of acknowledged historical significance.

The predominant scale of buildings in the area immediately surrounding this part of Southampton Street and to the corner with Crown Street is buildings of between 2 to 3 and a half storeys. This is also the predominant scale of the nearby listed buildings including the terrace of grade II listed town houses on the opposite side of Southampton Street at no.s 92-100 (3 storey with basement), the modest-scale two storey grade II listed Red Cow pub on the opposite side of the junction with

Crown Street and also the grade II star listed terrace of properties (no. 72-86 Southampton Street) further north beyond the junction with Crown Street (3 storey with basement and roof accommodation).

The previous pre-application advice given under ref. 201237 was in relation to a four-storey building of flats on the site (three storeys with a fourth storey within the roof space). This previous pre-app was a scaled back proposal submitted in response to an earlier pre-app on the site relating to the erection of 5 storey building. Officers advice in relation to the proposal for a 5-storey building on the site was that the siting, scale and massing of the proposals were considered to appear overly dominant with the street-scene and out of scale with the prevalent architectural and historic character of the area which would harm the settings of the nearby listed buildings. Officers also identified that the visual harm to the Listed Buildings also translated in to harm to the view of heritage significance looking north along Southampton Street towards St Giles Church and would negatively affect views of the church spire within which the existing scale of 2 to 3 and half storey scale of buildings along this part of Southampton Street retain a degree of subservience. Officers also raised concern regarding the general design and appearance of the building in terms of failure to pick up on the characteristic features within the street-scene and irregular window siting and proportions.

The scaled back proposals considered under the previous pre-app (ref. 201237) were considered more appropriate for the site in terms of scale and massing, with the reduced height of 4 storeys was considered to more reflective and in-keeping with the scale and siting of surrounding properties. In short, whilst some concerns were raised in terms of detailed design and siting, Officers considered that the previous proposal of 4 storeys was very much the maximum level of massing that could be accommodated on the site, particularly given its sensitive location close to a number of listed buildings and narrow character of this part of Southampton Street. Therefore, the current pre-application proposals, are considered to be a backward step given the progress that had been made during the previous pre-application request and the concerns outlined above in relation to the previous 5 storey proposals are considered pertinent to the current proposals and for these reasons, the enlarged proposals are not considered to be acceptable.

A heritage statement has been submitted with the current pre-application request. This concludes that there would be no adverse impact upon the surrounding heritage assets and that design of the pre-application proposals would preserve and enhance the setting of the heritage assets. Officers disagree with the conclusions of the heritage assessment and retain strong concerns that a 5-storey proposal of the width proposed would be an overdevelopment of the site and out of keeping with the scale of surrounding buildings. It is considered that this would appear oppressive and overly dominant relative to the smaller scale and setting of nearby listed buildings, particularly those opposite the site at no.s 92 to 100 and 106 opposite the site on the other side of Southampton Street, which are of between 2 and 3 storeys.

The supporting statement submitted with the pre-app references the 5-storey height of the next but one building on the same side of Southampton Street (no. 95-107) as justification for the massing of the proposals. Officers do not consider this to be the case and would point towards the

much more significant set back of this building from the Southampton Street frontage as being a significant difference in the context of this development.

This site is part of the Air Quality Management Area as well as of a Designated Treed Corridor as per the Reading Tree Strategy (2020), therefore development proposals in this location are subject to stricter natural environment criteria, such as balanced proportion of built and soft landscape space, frontage planting, sustainable planting scheme in the long term and well thought out landscaping layout.

With reference to the submitted Landscape Plan (Drg. No. 321_PN_01 dated 25.01.2021) it is noted that the proposed on-site landscaping includes minimal frontage hedge planting, extensive rear garden tree planting as well as various bike storage green roof and side shrub vegetation. The large rear garden area and tree planting is welcomed but the minimal frontage planting is considered to be a significant under provision in terms of landscaping within the designated tree corridor location. In this respect a much greater set back of the development from the Southampton Street frontage is required to both allow relief to the street from the proposed built form but also to allow more extensive landscaping, including tree planting to the frontage. Scope to improve 'greening' further through green walls and roofs to the main building should also be explored in a revised design and layout. Solar panels are proposed to the roof which can be mutually inclusive with green roofs. Landscape principles must be included with any future application with explanations on the long-term sustainability, management and maintenance of the planting proposals.

In terms of detailed design matters, the proposals retain the white rendered finish to the ground floor level with red brick above which officers were supportive of in consideration of the previous pre-application proposals and this is reflective of the materiality of the adjacent buildings to the south (nos. 85 to 89 Southampton Street). The proposals also retain a small step in the profile of the building frontage which officers sought to break up the massing of the front elevation. However, the revised proposals have significantly increased the number of windows to the front elevation of the building compared to the previous pre-app design. The number of windows is considered to be excessive and to lack variation and to result in a cluttered appearance to the building, furthermore, the windows to the roof level of accommodation do not align with the windows below. In addition, it would be expected that the windows to upper floors would reduce in size to present a more subservient appearance which is not the case with the current proposals. The large number of windows also exacerbates the loss of alignment of the windows with the front elevation nos 85 to 89 to the south which the previous proposals sought to reflect.

In overall terms officers retain significant concerns with the siting, scale, massing and detailed design of the proposals.

Unit Mix

Policy CR6 requires developments include no more than 40% 1 bed units and a minimum of 5% 3 bed units. The proposals incorporate 4 x 1 bed (16.7%), 19 x 2 bed (79.1%) and 1 x 3 bed (4.2%) units. This just falls short of the policy requirement in terms of 3 bed units - an additional 3 bed unit

should therefore be included with the development to adhere to this policy. However, given the officer concerns with scale and massing of the proposals a reduction in overall number of units is likely to mean that 1 x 3 bed unit would then be complaint. The proposed proportion of 1 bed units is acceptable.

Residential Amenity

Policy H5 (Standards for New Housing) sets out that the standards that new housing should be built to. Policy CC8 (Safeguarding Amenity) seeks to protect the amenity of existing and future occupiers whilst Policy EN16 (Pollution and Water Resources) seeks to protect existing and future occupiers from the impacts of pollution. Policy CR6 (Living in the Centre) seeks that residential development in the Central Area provides a suitable standard of accommodation for future occupiers, particularly in respect of noise and air quality.

In terms of unit sizes Policy H5a requires that all new build housing outside of the Reading Central Area is built to national space standards. Whilst fully acknowledging that Policy H5a does not strictly apply to sites within Central Reading sites, paragraph 4.4.42 of the supporting text makes clear that even where it does not apply, the nationally prescribed space standard offers a useful point of reference and a good basis for design of new developments. The floor areas shown on the proposed plans indicates that all proposed units would meet the national space standards, and this welcomed.

As outlined in the previous pre-application advice letter, there was concern that given the depth of some of the units they would not be served by adequate natural light nor outlook. It was suggested that high level windows could be added to the flank elevations to improve lighting levels. The latest proposals include a number of full-size windows to the flank elevations, which whilst likely to improve lighting conditions with the units would be considered unacceptable in terms of overlooking and borrowing outlook across both neighboring sites given the limited separation to both flank boundaries. This arrangement would also likely unacceptably prejudice development of the currently vacant site to the north on the corner of Crown Street which is allocated for development within the Reading Borough Local Plan which is also considered to be unacceptable.

I also note some of the full-size side facing windows would be the primary light source for a number of habitable rooms and therefore some internal reconfiguration is also likely to be required in order to ensure these rooms are served by adequate natural light and not just from small high-level windows. A daylight/sunlight assessment of light levels for future occupiers of the development would be expected to accompany any future planning application.

Again, as set out within the previous pre-application and in terms of privacy for future occupiers, protection of the proposed ground floor windows at street-level will be important to ensure future occupiers are suitable protected to overlooking from pedestrians. The latest pre-application proposals retain a small set back from the street frontage and small area of railings/soft landscaping which will likely not be sufficient in this respect. As set out in the design section of this letter, it is considered that the set back of the development from Southampton Street and amount

of landscaping here should be increased to assist in mitigating future occupiers from the impacts of the busy road to the front of the site.

The pre-application proposals are considered to retain sufficient separation to the developments to the rear of the site such not undue overlooking or loss of privacy would result.

A daylight and sunlight assessment in terms of the impact of the proposals on surrounding properties has been submitted with the pre-application request. The findings of this assessment are noted which concludes that the proposals would have a limited impact on daylight and sunlight to existing surrounding properties with small impacts only identified to some properties on the opposite the development on Southampton Street. This assessment should be submitted as part of any future planning application and would subject to the specialist independent review by BRE which would be required to be funded by the Applicant.

The detailed comments set out in the previous pre-application advice letter with regard to necessary noise, air quality and contaminated land assessments and mitigation schemes should again be noted and would be required to accompany any future planning application given the location of the site on main road in and out of the town centre. Pest control measures for bin stores should also be provided as well as a construction method statement to demonstrate how the proposed construction works would not adversely impact on the surrounding highway network and the amenity of existing surrounding occupiers (details of this also set out in the previous pre-application advice letter).

Policy H10 (Private and Communal Amenity Space) seeks that new dwellings are provided with functional private or communal open space. The policy acknowledges that developments within central Reading may not always be able to provide amenity space to a similar level as those outside the centre albeit some private/communal space should be provided. The proposals include provision of landscaped communal area of amenity space to the rear. This combined with the accessible location of the development in close proximity to leisure and recreation facilities within the town centre is considered adequate provision of the development. The removal of balconies to the front and rear is noted and welcomed as per the advice given previously.

In accordance with Policy H5f, as a proposal for more than 20 units, the development would be expected to demonstrate that at least 5% of the units will be wheelchair user dwellings in line with part M4(3) of Building Regulations.

Sustainability

As a development of 10 or more units the proposals would be a Major category development. Policy H5c requires that all major new build residential is designed to achieve zero carbon homes standards. The Council's interpretation of zero carbon homes standards is that the development would be required to achieve a minimum 35% improvement in the dwelling emission rate over the target emission rates, as defined in the 2013 Building Regulations and then a financial contribution would be required to offset the remaining carbon emission to zero. The Council's Sustainable Design and Construction SPD provides further information on this and the level and nature of

information required at application stage - <https://images.reading.gov.uk/2019/12/Sustainable-Design-and-Construction-SPD-Adopted-December-19.pdf>. Paragraph 5.88 of the supporting statement submitted with this pre-application enquiry states that the development would not be required to meet zero carbon homes standards which is incorrect.

Policy H5b also requires that all new building housing is built to the higher water efficiency standard under Regulation 36(3) of Building Regulations.

Policy CC4 (Decentralised Energy) requires that any development of more than 20 dwellings is required to consider the inclusion of decentralised energy provision. This will be expected within the site itself, unless it can be demonstrated that the scheme is not suitable, feasible or viable for this form of energy provision. There is also an expectation in developments of over 10 dwellings to link into an existing district energy network, where one is present within the vicinity of an application site or demonstrate why this is not feasible. Please see chapter 8 of the SPD for more information. The provision of solar panels to the roof is noted and welcomed and would accord with Policy CC3 (Adaptation to Climate Change).

Transport

Southampton Street (A327) is a one way (South to North) main transport corridor and, as defined by the Revised Parking Standards and Design SPD (<https://images.reading.gov.uk/2019/12/Revised-Parking-Standards-And-Design-Supplementary-Planning-DocumentOct11.pdf>) is located within Zone 2, the primary core area but on the periphery of Zone 1, the central core area, which lies at the heart of Reading Borough, consisting primarily of retail and commercial office developments with good transport hubs. The site is well connected with a high level of public transport accessibility and access to public car parks.

In accordance with the Borough's Parking Standards and Design SPD a residential development of 24 units requires car parking provision of 1 space per 1-2 bed flat, and 1.5 spaces per 3 bed flats in addition to this visitor parking is also required at a ratio of 1 space per 10 dwellings. The submitted Design and Access statement confirms that this is to be a car free development. The Parking Standards and Design SPD states that should fewer spaces be proposed than set out in the standards there would need to be demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result.

Southampton Street and the surrounding road network all have parking restrictions preventing on-street parking. Double yellow lines run along the front of the development preventing on street parking and a residential parking permit scheme operates in roads in close proximity to the site. It should be noted that parking conditions and informatives would be applied if a full application were to be submitted to prevent any future occupants of the proposed flats from obtaining residents and visitor parking permits for the surrounding residential streets where parking is under considerable pressure.

Car Clubs are car sharing schemes that allow members access to cars without having to incur the costs of running, owning and maintaining a car themselves. Cars are parked in designated locations

around the town, within the town centre, at shopping destinations, office areas and also within residential areas. Members of car clubs can book cars through the internet or phone and use the cars for determined periods of time. Car Clubs are suitable for Reading as there is a high level of public transport and many of the central area facilities are within walking distance of each other. As detailed in the Council's current Parking Standards and Design SPD for developments of more than 10 residential units in Zones 1 and 2, developers will be required to provide or support a car club on the site or demonstrate that the development will have access to and the use of a car club on a nearby site.

Given the central location of the site, surrounding on-street parking controls and subject to the car club requirements above there would be no objection to a car free development in this location.

No vehicle access to the site is proposed which whilst acceptable from a car parking perspective raises difficulties in terms of servicing arrangements for the flats. Double yellow lines run along both sides of Southampton Street and whilst there are on-street layby parking spaces on the opposite side of Southampton Street to, the front of no.s 112 to 126, these are parking permit spaces for these residents. The layby spaces do allow for 2-hour non-permit parking between 8am and 8pm each day however these should not be relied upon nor are for servicing of a 20 plus flat development. There are concerns that the development would result in an increased pressure for parking on surrounding roads and potential instances of illegal parking from service vehicles visiting the development. Therefore, a development without dedicated on-site servicing access would not be supported in this location.

Any disused accesses will need to be stopped up and the footway reinstated to line and level and illustrated on plans; a license will be required from the Highways Department.

In accordance with the Council's current standards, secure, covered cycle parking storage is required at a ratio of 0.5 cycles storage spaces for each 1- and 2-bedroom unit. Cycle storage has been located at the rear of the site with pedestrian access from Southampton Street and rear amenity area. It would appear that a 2 tier josta style stand is proposed. The location of the unit is acceptable, however full details of the type of storage proposed is required, it should be noted that the storage unit would need to be enclosed.

Bin storage/collection areas should not be located further than 15m from where the vehicle can wait to undertake collection. This is to avoid the stationing of service vehicles on the carriageway for excessive periods. Schedule 1, Part H of the Building Regulations 20150 defines locations for the storage and collection of waste. Key points in the approved document to part H include: Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point. The submitted ground floor plan PD 01 A illustrates storage near the front of the site which is deemed appropriate; no doors should open outwards on to any part of the public footway.

Given the development's location and restrictions to Southampton Street, construction is likely to be challenging and therefore a Construction Method Statement should accompany any future planning application. The likely difficulties for the construction in this location it is not considered

that it would be sensible to secure this by way of condition post issue of a potential planning permission and details would be required upfront to demonstrate that the development could be built without unacceptable impacts on the surrounding highway network and amenities of nearby residents. Any works affecting the highway would have to comply with the Borough's Guidance Notes for Activities on the Public Highway and works would need to be scheduled with the Council's StreetWorks team prior to commencement on site.

Biodiversity

Policy EN12 (Biodiversity and the Green Network) seeks that all development should provide a net gain for biodiversity.

There is a risk that the proposals would affect protected or priority species (such as house sparrow or swifts) and an ecological appraisal, comprising an extended Phase 1 Habitat and Species Scoping Survey, and any phase 2 surveys, would need to be submitted with any application

Surveys should be carried out by suitably experienced ecologists who are a member of a professional organisation such as the Chartered Institute of Ecology and Environmental Management and / or are licensed or accredited by Natural England to survey protected species. An Extended Phase 1 Habitat Survey is a standardised technique for environmental audit and involves classifying and if required mapping habitats on and adjacent to the application site. The survey is then 'extended' and any features or habitats that are likely to be of importance for notable or protected species, and or prove to be a constraint to development are investigated further and described.

If the surveys show that the site contains habitats suitable for protected species further surveys for species such as reptiles may need to be carried out

This part of Reading hosts a population of swifts and house sparrows, both of which are a priority species as per the NPPF. As such any new development should also include details of integral nesting opportunities for these species and a wildlife friendly landscaping scheme in order to meet the requirements of Policy EN12 to provide for a net gain of biodiversity on the site.

Affordable Housing

Policy H3 (Affordable Housing) sets out that for proposals of 10 dwellings or more are required to provide 30% of the dwellings as affordable housing. The policy goes on to set out that in cases where proposals fall short of the policy target for affordable housing then this would need to be evidenced by way of a detailed viability appraisal (the Council's Affordable Housing SPD (<https://images.reading.gov.uk/2019/12/Affordable-Housing-SPD-Adopted-March-2021.pdf>) sets out what information is required to be provided as part of an appraisal). Any viability appraisal submitted would be subject to review by the Council's Valuer. The review process can be lengthy and subject to detailed negotiations and is subject to an additional fee as per the schedule table below:

Proposals	Initial Fixed Fees
1 unit	£1,500
1-4 units	£2,500
5-9 units	£4,000
10-14 units	£5,000
15-29 units	£8,000
30+ units	£10,000
Strategic/multiphase schemes	£15,000
If deferred to external consultants then their cost will be advised at the time of outsourcing.	

As Policy H3 outlines, the Council will seek an appropriate tenure mix of affordable housing (as per the supporting text, officers typically seek 70% social rent or affordable rent of no more than target rent units, and 30% intermediate or shared ownership units). Units with 2 or more bedrooms which can house families are a priority for affordable housing provision.

Likely S106 Obligations/Heads of Terms

- On-site affordable housing provision
- Construction phase construction skills and training plan
- Provision of Car Club/or contribution towards off-site car club
- Carbon off-setting contribution (if necessary)

A draft section s106 would not be required for validation purposes of any future planning application. A draft agreement would be prepared by the Council's solicitor (subject to legal fees as standard) using our standard formatting (for monitoring purposes) once the heads of terms have been finalised if the recommendation on the application was looking favourable.

Community Infrastructure Levy (CIL)

The Council's charging schedule sets out that all new residential development is liable for CIL. The levy is subject to indexations but is currently at £156.71 per square metre. Existing floor space can be off-set subject that it can be provided this has been in lawful use for a minimum continuous period of 6 months with the 3-year period prior to planning permission being granted.

Validation Requirements

The Council's validation checklist sets out what documents would be required as part of any planning application (https://www.reading.gov.uk/media/2660/Validation-Checklist-Updated-Dec-2016/pdf/Validation_Checklist_Final_Dec_16.pdf). At the time of writing, based on the current proposals, it is advised that the following documents/details will be required to be submitted at application stage to enable validation of the application:

All part 1 elements (the mandatory national information requirements) - including a SuDS strategy (given the proposals are a major development) and a set of separate floorplans to evidence the methodology for the existing / proposed CIL floorspace figures stated.

The following part 3 requirements:

1. Affordable housing statement

2. Air quality assessment
3. Archaeological assessment (desk-based assessment, as per Berkshire Archaeology comments)
4. Contaminated land survey & report
5. Daylight/sunlight assessment
6. Ecological survey & report
7. Energy efficiency statement
11. Heads of terms
12. Heritage Statement
13. Landscape principles
14. Material details
15. Noise and vibration impact assessment
16. Open space statement (this will be succinct in light of the nature of the proposals)
17. Planning Statement
18. Plans and drawings - full set of existing / demolition / proposed plans (including roof plans), elevations and sections are required, together with street scenes (given the various topographical changes) and CIL evidence plans - floor by floor plans marked up to show the methodology of the figures stated on the CIL forms.
20. Sustainability statement
22. Transport Assessment (see transport comments above)
24. Utilities statement
25. Servicing details
27. Viability appraisal (if non-policy compliant levels of affordable housing / mix of units is proposed).

Conclusion

Based on the information submitted, officers would not be supportive of the pre-application proposals, primarily due to the concerns outlined above in terms of the siting, scale, massing and detailed design of the proposals, harm to the character of the surrounding area and setting of nearby heritage assets. The lack of access for on-site servicing is also a significant issue for a residential development in this location and would represent a further reason as to why the proposed development would not be supported by Officers. There are also outstanding concerns in terms of the standard of amenity for future occupiers of the flats in terms of daylighting and outlook and that the position of some side facing windows would prejudice the development of the adjoining site on the corner of Crown Street which is allocated for residential development within the Reading Brough Local Plan. The matters in respect of detailed design set out above in this letter also need to be addressed.

Any future proposal for residential development on the site should include provision of on-site vehicle servicing access for a small lorry/van, greater set back of built form from the Southampton Street frontage with more extensive frontage landscaping, including tree planting. Officers advice is that the servicing requirements should be worked into the design in a sympathetic element/feature rather than simple provision of servicing bay to the frontage which would not contribute positively to the street-scene or overall design. Perhaps this could be incorporated by way of an opening in the site or splitting the buildings into two which would also help in terms of

providing relief from the overall width of development, which at presently occupies pretty much the full width of the site. In terms of massing, as set within the previous pre-application advice letter (ref. 201237) it is considered that any development on this site should not exceed four storeys in height, in the form of a three storey building with a recessed and subservient fourth floor of accommodation within the roof space.

This advice is given on a without-prejudice basis and not all policies have been considered. This advice is in good faith and will not over-ride the formal consideration of a planning application by the Council. If you wish to discuss the contents of this letter, please contact me on the number given above. You are advised that either proposal would be reported to the Council's Planning Applications Committee, as a Major-level planning application, under the Council's current scheme of delegation to officers.

Yours sincerely,

Matt Burns

Matt Burns
Senior Planner
RJE



Frances Martin
Executive Director for Economic
Growth
and Neighbourhood Services

Civic Centre, Reading, RG1 7AE
☎ 0118 9373787

Jonathan Rainey
Pagasus Group
Equinox North, South Wing, First Floor
Great Park Road
Almondsbury
Bristol
BS32 4QL
jonathan.rainey@pegasusgroup.co.uk

Our Ref: 191814/PREAPP
Direct: ☎ 0118 937 3625
e-mail: matthew.burns@reading.gov.uk

30th January 2020

Your contact is: **Matt Burns Planning & Building Control**

Without prejudice

Dear Mr Rainey

191814/PREAPP at Co-Operative Funeral Care 75-81 Southampton Street and Adjacent Land, Reading:

Option 1 - is for the demolition of the existing Co-operative Funeral Care building and erection of a five-storey building of 21 residential apartments

Option 2 - includes adjacent vacant land to the north on the corner of Crown Street and is for the demolition of the existing Co-operative Funeral Care building and erection of a five-storey building of 50 residential apartments.

This is a pre-application response further to the above enquiry valid 28th November 2020 and the meeting held at the Council offices on 17th December 2019.

Any planning application at the site would be considered within the context of the Reading Borough Local Plan 2019. RBC Supplementary Planning Documents would also be applied where relevant, together with national guidance (the NPPF). Please use this link to view the local policies: <https://www.reading.gov.uk/planningpolicy>

Site description

The Co-Operative Funeral care building at 75-81 Southampton Street (referred to as Plot A as part of this pre-app) is located on the east side of Southampton Street close to the junction with Crown Street to the north. The site comprises a single storey unit occupied by Co-operative Funeral Care with associated access and parking (plot size 0.07 hectares).

This request for pre-application advice also includes land to the north of 75-81 Southampton Street (referred to as Plot B as part of this pre-app). This plot of land forms the corner plot between Southampton Street and Crown Street and is currently vacant consisting of overgrown vegetation. This adjacent site is allocated for residential development of 13-19 dwellings under Policy CR14 in the Reading Borough Local Plan (CR14J, plot size 0.08 hectares).

The site is located within the Reading Central Area as defined by the Reading Borough Local Plan 2019, within area of archaeological potential, an air quality management area and within an area of potentially contaminated land. There are number of Grade II and Grade II* Listed Buildings surrounding the site whilst the London Street/Market Place Conservation Area is located 70m to the north beyond the junction with Crown Street.

The proposal

Pre-application advice is sought in relation to two development options. Option 1 is for the demolition of the existing Co-operative Funeral Care building and erection of a five-storey building of 21 residential apartments to Plot A only. Proposed option 2 includes adjacent vacant land to the north on the corner of Crown Street and is for the demolition of the existing Co-operative Funeral Care building and erection of a five-storey building of 50 residential apartments including Plot B.

Relevant Planning History

None.

Appraisal

The pre-application request seeks feedback on a number of specific questions. These are addressed below:

1. Does the Council support the principle of residential development and at the density proposed on Plot A separately and Plot B in conjunction with Plot A?

Plot A currently contains the Co-operative funeral care building and under the pre-application proposals this building would be demolished. The loss of this existing use and building must therefore be considered.

Any application should clarify why it is considered that A1 is the lawful use class of the building. Whilst funeral sales would be considered an A1 use class a funeral parlor use carrying out other funeral related activities in addition to sales would likely be a sui generis use. Further information as to nature of activities undertaken at the building would be required to clarify this.

The site is located within the Reading Central Area as defined by Policy CR1 (Definition of Central Reading) but it located outside of the Central Core, Primary Shopping Area and is not located with a designated Primary Frontage (Policy CR7) such that there is no specific policy restriction upon

loss of A1 uses in this located. Therefore, there is no policy objection to the principle of the loss of an A1 land use on the site.

If the existing building is in sui generis use, then the Policy EM3 (Loss of Employment Land) would be relevant the relevant consideration. Whilst the site is not located within the Core Employment Area the loss of the existing employment use must be considered against the criteria set out in Policy. This states that the following criteria will be used when addressing proposals which would result in the loss of employment land:

- (i) Is access by a choice of means of transport, including access to the strategic road network, poor, and likely to remain poor?
- (ii) Is the continued use of the site for employment, including the potential for redevelopment for employment uses, viable?
- (iii) Is there a surplus of a similar size and type of accommodation in Reading?
- (iv) Would continued employment use of the site detrimentally affect the amenity and character of a residential area?
- (v) Is the need for alternative uses stronger than the need for the retention of employment land?
- (vi) Would the proposal result in a piecemeal loss of employment land where there is potential for a more comprehensive scheme?

A commentary regarding each of the criteria should be included as part of the supporting information for any application to allow this to be assessed.

The loss of existing building must also be considered. Policies CC7 (Design and the Public Realm) and CR2 (Design in Central Reading) seeks that all development must be of high design quality that maintains and enhances the character and appearance of the area within which it is located. Policy EN1 (Protection and Enhancement of the Historic Environment) seeks that historic features including their settings are protected, Policy EN6 (New Development in a Historic Context) seeks that in areas characterised by heritage assets the historic environment will inform and shape new development. Whilst the existing building is not considered to be of any architectural or historic interest it is modest in scale such that it does not unduly impact upon the setting of the surrounding heritage assets. However, subject to a proposed replacement building being of high design quality and which preserves and enhances the setting of the surrounding heritage assets, there is unlikely to be any objection from officers to the removal of the existing building.

In terms of a proposed residential land use on the site, the National Planning Policy Framework (2019) encourages the effective use of land by reusing land that has been previously developed (brownfield land) such as the applicant site and seeks that all housing applications should be considered in the context of the presumption in favour of sustainable development. The accessibility of the site is considered acceptable for the proposed development (CC6 Accessibility and the Intensity of Development) whilst new residential units would align with the broad objectives of Policy H1 (Provision of Housing), in assisting in meeting the Borough's annual housing targets.

As you are aware Plot B is allocated for residential development under Policy CR14j (Other Sites for Development in Central Reading - Corner of Crown Street and Southampton Street). This set out that residential development on the site should:

- Enhance the setting of nearby listed buildings;
- Take account of potential archaeological significance;
- Address noise impacts on residential use; and
- Address air quality impacts on residential use.

The above issues with regard to impact on nearby heritage assets, archaeological significance and noise and air quality impacts on future residential use would also be highly pertinent to the principle of residential development to Plot A. Given the location of both plots at the junction of two of the busiest roads in and out of Reading Town Centre where this is a significant level of stop start traffic, noise and air quality assessment/mitigation studies would be required to be submitted up front as part of any future planning application and will be key to informing the principle of an acceptable form of residential development on either or both sites.

In terms of density of development, Policy CR14j sets an indicative maximum capacity of 13-19 dwellings for Plot B which is an indicative maximum density of 238 dwellings per hectare (dph) based upon the site area of 0.08 hectares. I understand that proposed option 1 of the pre-application proposals on Plot A would have a development density of 330dph and option 2 on Plots A and B would have a development density of 300dph. In this respect the proposals would appear to be an overdevelopment of both sites.

Policy H2 (Density and Mix) goes on to set out that sites within the Town Centre should achieve a density of above 100 dph. Paragraph 4.48 of the supporting text to this policy states that ‘depending on the site, the appropriate density may be significantly greater, in view of the need to makes best use of accessible site as per Policy CC6’. Therefore, a higher density of development than that set out within Policy H2 and Policy CR14j may be achievable on either/both sites, but ultimately the acceptability of this will be informed in assessing the proposals against the relevant policy and material planning considerations notably in providing a high-quality design and a suitable environment for future occupiers.

2. Does the Council Support car-limited development in this location?

The site is located within the defined Reading Central Area as per the Reading Borough Local Plan 2019 and within Zone 2 - The Primary Core Area - of the adopted Revised Parking Standards and Design SPD (2011). This zone directly surrounds the Central Core Area and extends to walking distances of 2 km 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 adopted Revised Parking Standards and Design SPD sets out that within zone 2 the parking standard for new residential flats is 1 space per 1-2-bedroom unit, 1.5 spaces per 3+ bedroom unit and provision of 1 visitor space per 10 flats. The SPD also goes on to state that should a development require fewer spaces than the standards set out within the SPD then the proposal would need to be demonstrate, to the Local Planning Authority's satisfaction that there would be no detriment to highway safety as a result. Such demonstration would need to be provided as part of a future planning application in the form of Transport Statement. In my opinion given the central location of the site just outside of the town centre and its good access to public transport an under provision of car parking spaces could be acceptable, subject to the demonstration regarding highway safety referred to above. It is not uncommon for residential developments in similar locations within Reading to under-provide for car parking given the good level of accessibility and public transport links in and around the town centre. For example, a nearby scheme for 11 residential units (ref. 181117) at 34-36 & 38 Southampton Street was recently approved as a car free development.

Notwithstanding the above, formal comments have been sought from the Council's Transport Development Control Team on this matter and will be provided under separate cover when these have been received.

3. What are the Council's views on the proposed housing mix?

Policy CR6 (Living in Central Reading) sets out that within the Reading Central Area proposals will be required to contribute towards a mix of different sized units within the development and that in developments of 15 dwellings or more a maximum of 40% of the units should be 1 bedroom/studios and a minimum of 5% of units should be 3 bedroom units, unless it can be clearly demonstrated that this would render the development unviable (ie. proven via a viability assessment).

Proposed option 1 includes a mix of 1- and 2-bedroom units only. This would not accord with Policy CR6 and would not be supportable by officers. A better mix of units would be required to meet the aims of CR6, including some 3-bedroom units. Proposed option 2 incorporates 4 x 3-bedroom units which would equate to 8% provision and 20 x 1 bedroom units which would equate to 40% provision and therefore this proposed unit mix would accord with Policy CR6.

4. What are the Council's views on the quantum of provision of affordable housing?

Policy H3 (Affordable Housing) sets out that for proposals of 10 dwellings or more are required to provide 30% of the dwellings as affordable housing. The policy goes on to set out that in cases where proposals fall short of the policy target for affordable housing then this would need to be evidenced by way of a detailed viability appraisal (the Council's Affordable Housing SPD sets out what information is required to be provided as part of an appraisal). Any viability appraisal submitted would be subject to review by the Council's Valuer. The review process can be lengthy and subject to detailed negotiations and is subject to an additional fee as per the schedule table below:

Proposals	Initial Fixed Fees
1 unit	£1,500
1-4 units	£2,500
5-9 units	£4,000
10-14 units	£5,000
15-29 units	£8,000
30+ units	£10,000
Strategic/multiphase schemes	£15,000
If deferred to external consultants then their cost will be advised at the time of outsourcing.	

The supporting letter provided with the pre-application request sets out that both proposal options would provide a policy compliant level of affordable housing. For Option 1 (21 units) this would be a provision of 6.3 units which would equate to 6 units on site and then an equivalent financial contribution for the remaining 0.3 of a unit. For Option 2 (50 units) this would be a provision of 15 units on site. There is a strong expectation that policy compliant levels of affordable housing should be provided, given the need for such accommodation in the Borough and this initial commitment to on-site provision is welcomed.

As Policy H3 outlines, the Council will seek an appropriate tenure mix of affordable housing (as per the supporting text, officers typically seek 70% social rent or affordable rent of no more than target rent units, and 30% intermediate or shared ownership units). Units with 2 or more bedrooms which can house families are a priority for affordable housing provision.

5. What are the Council's views on the proposed initial design (height, scale and massing) of the scheme?

As referred to in the Principle section of the letter both pre-application option sites are located within the setting of a number of Grade II and Grade II* Listed Buildings as well as within a designated view of heritage significance.

Policies CC7 (Design and the Public Realm) and CR2 (Design in Central Reading) seek that all development must be of high design quality that maintains and enhances the character and appearance of the area within which it is located. Policy EN1 (Protection and Enhancement of the Historic Environment) seeks that historic features including their settings are protected, Policy EN6 (New Development in a Historic Context) seeks that in areas characterised by heritage assets the historic environment will inform and shape new development.

The view north along Southampton Street from Whitley Street towards the Grade II listed St Giles Church past the pre-application sites is identified as a significant view with heritage interest within the Borough. Policy EN5 (Protection of Significant Views with Heritage Interest) seeks that the new development should not harm and where possible should make a positive contribution to views of acknowledged historical significance.

The predominant scale of buildings in the area immediately surrounding this part of Southampton Street and to the corner with Crown Street, in relation to plot B, is buildings of between 2 to 3 and

a half storeys. This is also the predominant scale of the nearby listed buildings including the terrace of grade II listed town houses on the opposite side of Southampton Street at no.s 92-100 (3 storey with basement), the two storey grade II listed Red Cow pub on the opposite side of the junction with Crown Street and also the grade II star listed terrace of properties (no. 72-86 Southampton Street) further north beyond the junction with Crown Street (3 storey with basement and roof accommodation).

Both proposed scheme options 1 and 2 that are subject of this pre-application advice request proposed buildings of 5 storeys with a full 4 storeys of accommodation and a recessed fifth floor. It is considered that this height and level of massing both schemes options would appear overly-dominant within the street-scene and out-of-scale with the prevalent architectural and historic character of the area, which would harm the settings of the nearby listed buildings referred to above and their aesthetic and communal value. This visual harm to the Listed Buildings also translates in to harm to the view of heritage significance looking north along Southampton Street towards St Giles Church and would negatively affect views of the church spire. The current scale of 2 to 3 and half storey scale of buildings referred to above along this part of Southampton Street retain a degree of subservience within the view.

A careful approach to design and site layout will also be key to informing the appropriate scale and massing of any redevelopment on this site/these sites. The buildings shown on the proposed drawings for both schemes appear to be of a fairly 'standardised' design which fails to pick up on characteristic features within the street-scene. In particular, the ground floor street level façade appears irregular with smaller windows than the upper floors. The character of the ground floor street level facing façade of the surrounding buildings is of front doors or shop fronts which provide an active and welcoming feel to the street-scene, whereas the current proposed approach does not contribute to the visual interest of the road at street-level.

In addition, a design themes in both Southampton Street and Crown Street incorporate a 1-2m set back from the street frontage by way of a small front garden or area of landscaping. This set back/landscaping helps soften the integration of the buildings within the street-scene and in my opinion, this set back would be essential for any new building, particularly one of more than two storeys, given the fairly narrow character of both Streets and poor noise/air quality situation. Both proposed scheme options appear to incorporate a small set-back from the road albeit the layout of the building for option 2 to Plot B appears to impinge on this in part whilst no landscaping is shown to the Southampton Street frontage for Option 1 on Plot A. In my opinion a setback, including landscaping should be maintained around the street frontage of both sites. Sufficient set back will need to be provided to ensure that any landscaping does not adversely impact on the amenity of future residents with ground floor level street facing windows.

Furthermore, whilst both scheme options are also consistent in their level of massing this does not acknowledge or take into account the different levels of massing and appearance of buildings adjoining the site to both streets, nor the fact that that Plot B is a corner site. Some variation to the massing and greater variation in the detailed design is likely to be required to successfully transition the development between the adjacent building and around the corner junction. The

proposed site elevations provided also do not seem to take into account the fairly significant change in levels across the site which slopes downwards south to north along Southampton Street which is likely to be key to how the ground floor street level elevations are presented.

In terms of materials, a brick-based approach is considered to be most appropriate, albeit stone and white render are also evident nearby. In my opinion the inclusion of balconies, particularly to the Southampton Street and Crown Street frontages is not in keeping with the surrounding character nor that of the nearby listed buildings and these should be omitted from any proposed scheme to both Plots A and B.

It is acknowledged that this is an early stage request for pre-application advice and very limited design commentary, or rationale has been provided. Given the sensitive location of the site a detailed Heritage and Townscape Assessment would be required to justify any design approach and it is strongly encouraged that such a document would accompany any future more detailed request for pre-application advice. However, based on the prevailing immediate character, relevant constraints and level of information submitted with the current pre-application, request officers are of the opinion that the current proposals would be an overdevelopment of both sites and that the likely maximum permissible scale (to both sites) would be 3 and a half storeys which would necessitate a reduction in the current scheme. Officers would also question whether a less contemporary approach incorporating more traditional roof forms would be more appropriate given the prevailing character of the surrounding area and the impact on setting of the nearby listed buildings.

6. Does the Council's Heritage Officer have any comments on the impact of the proposals?

Reading Borough Council does not have a Heritage/Conservation Officer. Initial comments from the Council's Conservation Consultant have been received and are incorporated into my design, height and massing comments above. For clarity, the specific comments made by the Conservation Consultant are set out below:

- The existing Co-Op Funeral Building is not of any architectural or historic interest and its demolition could be an opportunity to improve the street-scene
- Based upon the basic level of information submitted it is considered that the replacement of the Co-Op building with a 3 and half storey building is likely to be the maximum that would be appropriate for this location. This scale of building would not be out of keeping with the surrounding prevalent historic building forms, including the Grade II* Listed terrace on Southampton Street
- The modern design could be more tailored to the setting of the Listed Buildings in terms of materials and detailing. The proposed metal standing seam roof would be a visually intrusive addition in the context of surrounding roof forms.

7. What are the Council's views on use of the access points from Southampton Street?

Comments from the Council's Transport team with regard to the proposed access points to the site have been sought and will be provided under separate cover when received.

8. Does the Council have any comments on the amenity or sustainability of the accommodation proposed?

Amenity of future occupiers

Policy H5 (Standards for New Housing) sets out that the standards that new housing should be built to. Policy CC8 (Safeguarding Amenity) seeks to protect the amenity of existing and future occupiers whilst Policy EN16 (Pollution and Water Resources) seeks to protect existing and future occupiers from the impacts of pollution. Policy CR6 (Living in the Centre) seeks that residential development in the Central Area provides a suitable standard of accommodation for future occupiers, particularly in respect of noise and air quality.

In terms of unit sizes Policy H5a requires that all new build housing outside of the Reading Central Area is built to national space standards. Whilst fully acknowledging that Policy H5a does not strictly apply to sites within Central Reading sites, paragraph 4.4.42 of the supporting text makes clear that even where it does not apply, the nationally prescribed space standard offers a useful point of reference and a good basis for design of new developments. The accommodation schedule on the proposed plans indicates that all proposed units would meet the national space standards, and this welcomed.

Policy H5f also seeks that on developments of 20 or more new dwellings at least 5% of dwellings will be wheelchair user dwellings in line with Part M4(3) of the Building Regulations. To meet this requirement, any open market homes must be 'wheelchair adaptable' as defined in Part M. Information to demonstrate adherence to this should be provided as part of any future pre-application advice request or planning application.

In terms of privacy for future occupiers, protection of any ground floor windows at street-level will be important to ensure future occupiers are suitable protected to overlooking from pedestrians. A set back from the road and landscaping will be key in this respect or perhaps even a semi-basement arrangement such as is found elsewhere along Southampton Street given the change in levels. With regard to option 2 overlooking across the semi-courtyard area is also a concern. The submitted plans indicate a 14m separation across the courtyard which is considered insufficient to protect the privacy of occupiers of the units facing into the courtyard. This is significantly below the 20m separation sought by Policy CC8 for privacy purposes. A re-thinking of the proposed site layout would likely be required to overcome this issue. The submitted floor plans do not indicate specific rooms within individual units or window positions and therefore it is difficult to comment in detail regarding privacy but the position of windows in relation to existing surrounding buildings should be considered to demonstrate that the amenity of future and surrounding residents would be adequately protected.

With regard to outlook and daylighting, the lack of detail on the proposed floor plans at this stage again makes it difficult to comment in this respect but for your information, a day/sunlight assessment would be required to be submitted with an application for either development option. This should consider the impact of the proposals on existing nearby occupiers and ensure that future units and amenity spaces receive suitable levels of day/sunlight (in line with established BRE guidelines). As per the validation requirements, this day/sunlight assessment would be independently reviewed on behalf of officers at the time of your application, as funded by you (separate from the application fee). You would be advised of this process once the application is validated (typically it is sought for BRE themselves to undertake the review).

If option 1 on Plot A were to come forward in isolation, then the proposed unit layout and window position should ensure that this development does not 'borrow' outlook/daylighting/sunlight from the adjacent (and currently vacant) allocated site (Plot B) which could prejudice its future development.

Policy H10 (Private and Communal Amenity Space) seeks that new dwellings are provided with functional private or communal open space. The policy acknowledges that developments within central Reading may not always be able to provide amenity space to a similar level as those outside the centre albeit some private/communal space should be provided. As discussed earlier in this letter officers do not consider balconies appropriate for development on either site due to their sensitive location in terms of heritage and also noise/air quality concerns. In relation to Plot B, the potential of the courtyard area to become an area of communal amenity space should be explored with this currently shown as car parking on the proposed plans. The potential for this will become clearer following receipt of transport comments as to the acceptability of an under provision of car parking or even a car free development.

As with the majority of town centre developments, there is limited open space on site for residents but if accepting that the delivery of adequate on-site open space is not achievable, it is likely that an off-site financial contribution in order to mitigate the additional pressure on local parks and recreation facilities as a direct consequence of this development, would be sought. This is in accordance with the newly adopted Local Plan, Policy EN9, which states that "All new development should make provision for appropriate open space based on the needs of the development. This can be achieved through on or off-site provision, contributions toward provision or improvement of existing leisure or recreational facilities."

As set out in the Principle of development section of the letter both sites are located on a busy road and junction where there are significant noise and air quality concerns for future residential occupiers. Detailed noise and air quality assessment and mitigation strategies would be required upfront as part of any planning application. In respect of this Environmental Protection Officers have commented on the pre-application proposals as follows:

Noise impact on development

The development is likely to be affected by road noise from the busy Southampton Street and Crown Street (the A327).

A noise assessment should be submitted in support of applications for new residential proposed in noisy areas.

The noise assessment will be assessed against the recommendations for internal noise levels within dwellings and external noise levels within gardens / balconies in accordance with BS 8233:2014 and WHO guidelines for Community Noise. The report should identify any mitigation measures that are necessary to ensure that the recommended standard is met.

Where appropriate, the noise assessment data should also include noise events (L_{AMax}) and the design should aim to prevent noise levels from noise events exceeding 45dB within bedrooms at night. Noise levels above 45dB are linked with sleep disturbance.

It may be possible though clever design to reduce the need for additional noise mitigation measures, for example, ensuring that noise sensitive rooms are located on the quieter façades and bathrooms, kitchens, hallways and cupboards etc on the noisiest facades.

Noise mitigation is likely to focus on the weak point in the structure; glazing. Given that the acoustic integrity would be compromised should the windows be opened, ventilation details must also be provided, where mitigation relies on closed windows. Ventilation measures should be selected which do not allow unacceptable noise ingress and should provide sufficient ventilation to avoid the need to open windows in hot weather, however non-openable windows are not considered an acceptable solution due to the impact on living standards.

Internal noise criteria (taken from BS8233:2014)

Room	Design criteria	Upper limit
Bedrooms (23:00 to 07:00)	<30dB L _{Aeq} ,8hour	
Living rooms (07:00 - 23:00)	<35dB L _{Aeq} ,16hour	
Gardens & Balconies	<50dB L _{Aeq} ,T	<55dB L _{Aeq} ,T

Air Quality - Increased exposure

The proposed development is located within an air quality management area that we have identified with monitoring as being a pollution hot-spot (likely to breach the EU limit value for NO₂) and introduces new exposure / receptors. An assessment and/or mitigation measures should be provided as part of the application.

The applicant will need to demonstrate sufficient mitigation measures are implemented to protect the residents from the effects of poor air quality.

Where the development involves converting an existing building and allowing a buffer zone is not an option then it may be that other mitigation can be applied. In the first instance this would be to implement measures to reduce the level at the facade of the property by creating a barrier between the property and the carriageway, such as close boarded fencing or planting vegetation.

If this is not possible then locating habitable rooms away from the source of pollution or the use of mechanical ventilation with the inlet on the clean side of the property may be acceptable. This list of potential measures is by no means an exhaustive list.

Mitigation against increased exposure:

- Mechanical ventilation - inlets from the 'clean' side of the development, long term maintenance needs to be addressed
- Buffer zones - consider increasing distance of the building façade from very busy roads
- Habitable rooms - consider placing stairwells, corridors and bathrooms on the façade fronting pollution source
- Mixed use - locate any sensitive uses on higher floors, allowing commercial use on lower elevations
- Balconies - consider avoiding use in areas of exceedance, especially on ground and first floor level
- Non-opening front windows - this should only be considered in certain circumstances, needs to be balanced against loss of freedom for future occupants

Reading Borough Council's air quality policy, Policy DM19 requires that developments have regard to the need to improve air quality and reduce the effects of poor air quality through design, mitigation and where required planning obligations to be used to help improve local air quality.

Air Quality - Increased emissions

Reading has declared a significant area of the borough as an Air Quality Management Area (AQMA) for the exceedance of both the hourly and annual mean objectives for nitrogen dioxide. In addition to this recent epidemiologic studies have shown that there is no safe level for the exposure to particulate matter PM10.

The proposed development is located within or adjacent to an air quality management area and has the potential to increase emissions. An assessment and/or mitigation measures should be provided as part of the application.

The assessment must use a full dispersion model to predict the pollutant concentrations at the building façade for the proposed year of occupation as well as any impacts during the development phase. The input parameters used in the assessment must be agreed with a member of the Environmental Protection Team. Where the assessment identifies an impact on air quality a mitigation plan demonstrating sufficient mitigation to protect the dwellings from poor air quality must also be included.

Possible mitigation against increased emissions:

- Travel Plans - a travel plan is a set of measures aimed at reducing single occupancy car use, it is important that the effectiveness of the plan is considered
- Mitigation through design, improved air flow around development, alternative plant
- Parking - consider reducing number of parking spaces, graduated permit schemes based on euro standards, allocated parking for car clubs / low emission vehicles
- Provision of electric charging bays or low emission fueling points
- Development / promotion of car clubs
- Provision of cycling facilities / residents' cycles
- Improvements to local public transport

It may be appropriate in some circumstances for the developer to fund mitigating measures elsewhere to offset any increase in local pollutant emissions as a consequence of the proposed development. This may be achieved through the use of a s.106 agreement, which may in some circumstances involve the direct funding of a specific scheme or measure, however, it is likely that in most cases to be in the form of a contribution to the costs of the monitoring network and / or air quality action plan.

Bin storage - pest proofing

There is a widespread problem in Reading with rats. This is exacerbated by poor waste storage which provides them with a food source. Developers should consider how bins will be stored and ensure that bin stores are designed in such a way as to minimise access from vermin.

Re-development of land - pest control

Where development will be taking place on sites with a former land use, particularly with a former drainage network, you are advised to ensure that former unused drains have been removed and / or properly capped or the proposed development may be at risk of rodent ingress.

It is likely that rats will occupy a cleared site. If there is a significant gap between site clearance and re-development, it is recommended that baiting be carried out to eradicate rats prior to redevelopment. This is to prevent rat populations which may be disturbed due to the redevelopment of the site causing subsequent problems to residents and businesses in the local area.

Contaminated Land

Adjacent to the site is a former factory which has the potential to have caused contamination. Ideally a 'phase 1' desk study should be submitted with applications for developments on sites with potential contamination to give an indication as to the likely risks and to determine whether further investigation is necessary.

Investigation must be carried out by a suitably qualified person to ensure that the site is suitable for the proposed use or can be made so by remedial action.

It is possible that the desk study will recommend further intrusive site investigation, if consent is given the further investigation will be required by condition, along with a condition for a remediation strategy and a condition for validation certification that remedial works have been successfully completed. The remediation strategy shall be submitted and approved prior to development and the validation certification prior to occupation. If no contamination is found by the intrusive investigations, then all conditions will be discharged.

Construction and demolition phases

There are concerns about potential noise, dust and bonfires associated with the construction (and demolition) of the proposed development and possible adverse impact on nearby residents (and businesses).

Fires during construction and demolition can impact on air quality and cause harm to residential amenity. Burning of waste on site could be considered to be harmful to the aims of environmental sustainability.

A scheme should be submitted which specifies the provisions to be made for the control of noise and dust emanating from the site during the demolition and construction phase.

The hours of noisy construction, demolition and associated deliveries should be restricted to the hours of 08:00hrs to 18:00hrs Mondays to Fridays, and 09:00hrs to 13:00hrs on Saturdays, and not at any time on Sundays and Bank or Statutory Holidays.

No materials or green waste produced as a result of the clearance of the site, demolition works or construction works associated with the development hereby approved should be burnt on site.

Sustainability

A sustainability statement would be required to be submitted with any application. As part of this, it will need to be shown, most pertinently, that the residential element of the scheme should achieve zero carbon homes standard (or if unachievable, a minimum 35% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations and planning contribution to offset remaining carbon emissions to zero), in line with Policy H5c. The Council's Sustainable Design and Construction SPD provides information as to the level and nature of information required at application stage and the process to follow in relation to this. Policy H5b also requires that all new building housing is built to the higher water efficiency standard under Regulation 36(3) of Building Regulations and this should also be demonstrated as part of a sustainability statement.

An energy statement would also be required to be submitted (Policy CC4 - Decentralised Energy). Any development of more than 20 dwellings is required to consider the inclusion of decentralised energy provision. This will be expected within the site itself, unless it can be demonstrated that the scheme is not suitable, feasible or viable for this form of energy provision. There is also an expectation in developments of over 10 dwellings to link into an existing district energy network, where one is present within the vicinity of an application site or demonstrate why this is not feasible. Please see chapter 8 of the SPD for more information.

Policy TR3 (Car and Cycle Parking and Electric Vehicle Charging) also requires that within communal car parks for residential development of at least 10 spaces, 10% of the spaces should provide an active charging point.

9. Does the Council agree with the potential CIL and section 106 obligations set out in the supporting letter to the pre-application enquiry?

In addition to the planning obligations set out within the letter a contribution towards carbon off-setting is also likely to be required as set out in the sustainability section above.

Potential section 106 obligations include:

- On-site affordable housing provision
- Open space/recreation contribution
- Section 278 highway works agreement for access improvements
- Construction phase construction skills and training plan
- Travel Plan
- Carbon off-setting contribution

The transport comments (to be forwarded separately) will advise on any other likely transport/highway related obligations.

Regarding the Community Infrastructure Levy, the Council's charging schedule sets out that all new residential development is liable for CIL. The levy is subject to indexations but is currently at £157.18 per square metre. Existing floor space can be off-set subject that it can be provided this has been in lawful use for a minimum continuous period of 6 months with the 3-year period prior to planning permission being granted.

10. Could the Council confirm what documents would be required to assess and determine a planning application?

The Council's validation checklist sets out what documents would be required as part of any planning application (https://www.reading.gov.uk/media/2660/Validation-Checklist-Updated-Dec-2016/pdf/Validation_Checklist_Final_Dec_16.pdf). At the time of writing, based on the current proposals, it is advised that the following documents/details will be required to be submitted at application stage to enable validation of the application:

All part 1 elements (the mandatory national information requirements) - including a SuDS strategy (given the proposals are a major development) and a set of separate floorplans to evidence the methodology for the existing / proposed CIL floorspace figures stated.

The following part 3 requirements:

1. Affordable housing statement
2. Air quality assessment
3. Archaeological assessment (desk-based assessment, as per Berkshire Archaeology comments)
4. Contaminated land survey & report
5. Daylight/sunlight assessment
6. Ecological survey & report
7. Energy efficiency statement
9. External lighting details (if proposed)
11. Heads of terms
12. Heritage Statement
13. Landscape principles
14. Material details
15. Noise and vibration impact assessment
16. Open space statement (this will be succinct in light of the nature of the proposals)
17. Planning Statement
18. Plans and drawings - full set of existing / demolition / proposed plans (including roof plans), elevations and sections are required, together with street scenes (given the various topographical changes) and CIL evidence plans - floor by floor plans marked up to show the methodology of the figures stated on the CIL forms.
20. Sustainability statement
22. Transport Assessment (see transport comments above)
24. Utilities statement
25. Vehicle parking and servicing details
27. Viability appraisal (if non-policy compliant levels of affordable housing / mix of units is proposed).

Conclusion

In general terms, based on the information submitted and for the reasons set out above, officers would not be supportive of either of the proposed scheme options in their current form which are considered to represent an overdevelopment of both sites.

The site allocation under Policy CR14j for Plot B sets out that development, amongst other criteria, should, 'Enhance the setting of nearby listed buildings. This criterion is also considered highly pertinent to the adjacent land (Plot A) and it is considered that the both current proposals fail to meet this requirement.

It is strongly recommended that revised proposals should be subject to further pre-application advice once the issues set out within this letter has been considered further.

This advice is given on a without-prejudice basis and not all policies have been considered. This advice is in good faith and will not over-ride the formal consideration of a planning application by the Council. If you wish to discuss the contents of this letter, please contact me on the number given above. You are advised that either proposal would be reported to the Council's Planning Applications Committee, as a Major-level planning application, under the Council's current scheme of delegation to officers.

Yours sincerely,

Matt Burns

Matt Burns
Senior Planning Officer
RJE

CONSULTATION REPONSES

Whilst not specifically raised as queries within the request for pre-application advice. The following consultation responses are also provided for your information:

ECOLOGY

The pre-application site comprises a plot of land adjacent to Southampton Street. The proposals are for 21 apartments or 50 apartments. Option 1 encompasses the cooperative funeral care building only whilst option 2 includes the land to the south which comprises dense scrub.

There is a risk that the proposals would affect protected or priority species (such as house sparrow or swifts) and an ecological appraisal, comprising an extended Phase 1 Habitat and Species Scoping Survey, and any phase 2 surveys, would need to be submitted with any application. Further details below.

Survey requirements

Surveys should be carried out by suitably experienced ecologists who are a member of a professional organisation such as the Chartered Institute of Ecology and Environmental Management and / or are licensed or accredited by Natural England to survey protected species.

Extended phase 1 habitat & protected species scoping survey

An Extended Phase 1 Habitat Survey is a standardised technique for environmental audit and involves classifying and if required mapping habitats on and adjacent to the application site. The survey is then 'extended' and any features or habitats that are likely to be of importance for notable or protected species, and or prove to be a constraint to development are investigated further and described.

Phase 2 ecology surveys

If the surveys show that the site contains habitats suitable for protected species further surveys for species such as reptiles may need to be carried out

Ecological enhancements

This part of Reading hosts a population of swifts and house sparrows, both of which are a priority species as per the NPPF. As such any new development should include integral nesting opportunities for these species and a wildlife friendly landscaping scheme should be provided.

Summary

The pre-application site may contain habitats that may be suitable for use by protected species and surveys to confirm their presence or absence will need to be undertaken. These surveys, and any mitigation plan, will need to be submitted with the planning application as the application could not be able to be determined without this information.

TREES AND LANDSCAPING

The plots are in a prominent, central location of Reading at the junction of Southampton Street with Crown / Pell Street.

Southampton Street is a designated 'treed corridor'. 75-81 Southampton Street is within an area identified in the adopted tree strategy as having a canopy cover area of 10% or less and within the Air Quality Management Area hence sufficient greening of the site will be vital. I note that the larger development of the two plots allows for the inclusion of some landscape planting at ground level but greater provision should be made for additional planting adjacent to Crown Street and Southampton Street. New planting should be allocated a sustainable position in particular with new trees and shrubs planted into the ground and not under root elevations or balconies.

With regards to the Option 1 proposal - the smaller development on Southampton Road, given that the main elevation fronts a main road and a 'treed corridor' where pollution levels are high (ref policy EN15), it is not acceptable for any new development to have no greening at all. Flat roofs should be made into 'green' roofs where it is appropriate and reasonable to do so in order to slow precipitation run off and reduce the town's heat island effect.

BERKSHIRE ARCHAEOLOGY

Thank you for consulting Berkshire Archaeology regarding this pre-application enquiry. I have not been able to access any documentation in relation to this enquiry but have based my comments on the presumed extent of the property that is proposed for redevelopment. Please note that my comments relate solely to the buried archaeological heritage and not to listed buildings or the historic built environment, which are matters for your Conservation Officer.

This is a modest site of less than 0.1ha that is currently occupied by a 20th-century, single storey building, which replaced at least one previous phase of buildings on the Southampton Street frontage. However the property does lie within an area of archaeological interest, lying within an area of

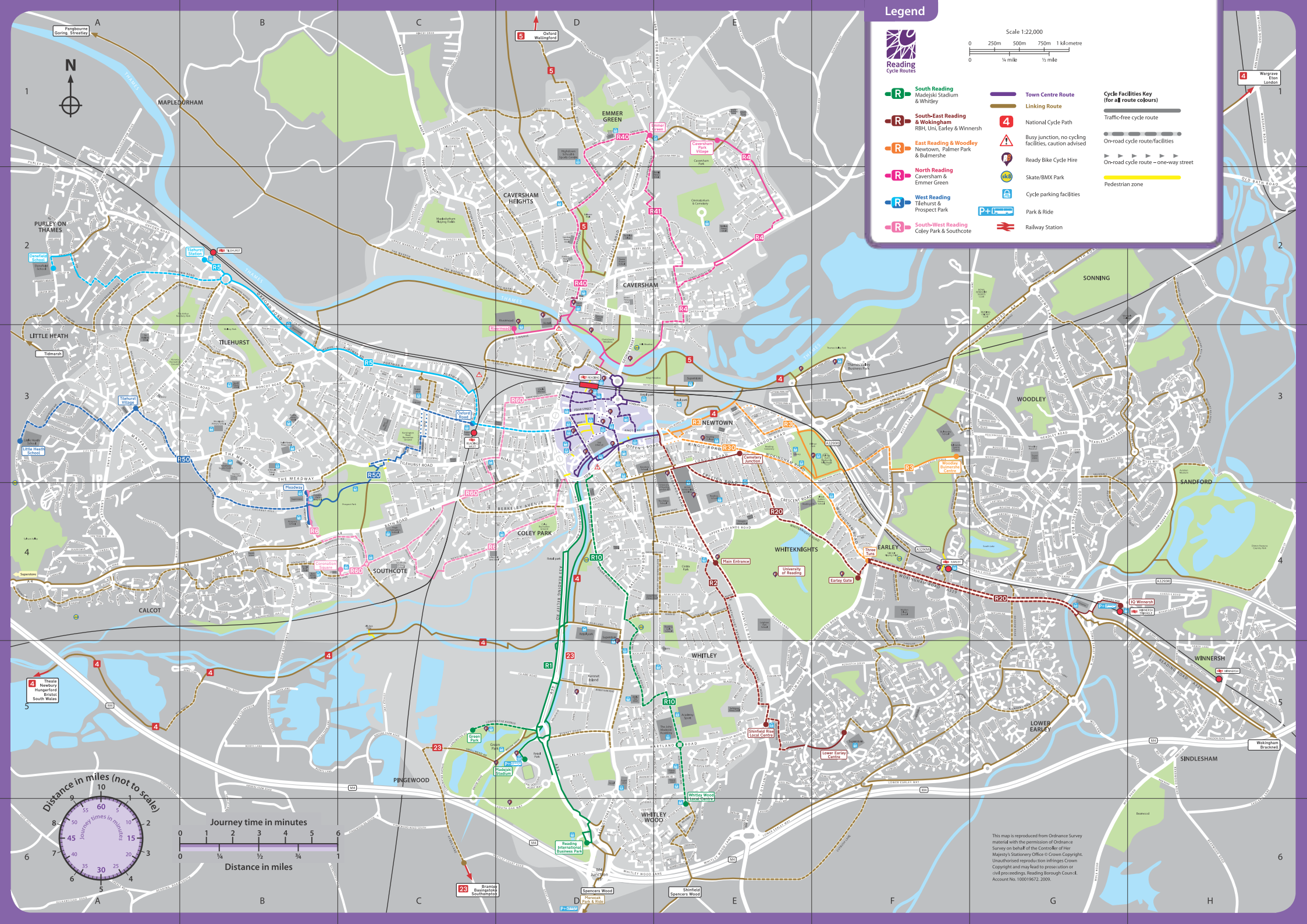
Reading known to have been developed and occupied during the medieval period. Southampton Street was part of the medieval street plan, leading south from the town to Winchester, Southampton and the south coast. A little to the north, the Grade II listed St Giles Church is largely a Victorian rebuild but was originally built in the 13th-century to serve the medieval community within this area. There is therefore the potential for medieval and later archaeological remains to be located within this property at 75-81 Southampton Street. You will be aware that similar locations within medieval Reading south of the River Kennet have revealed significant buried remains, such as recently at Silver Street <http://tvas.co.uk/downloads/resources/Poster%20for%20SilverStreet%202.pdf>

Therefore any future planning application for this site will need to consider the impacts of any development proposal on the buried archaeological heritage. Given the modest area of the site, an archaeological desk-based assessment would probably not be proportionate. However some level of archaeological investigation is likely to be sought, initially as an exploratory exercise to establish the presence, character and significance of any buried remains that will be impacted by the development proposal, followed, if appropriate, by further investigation, recording, analysis and publication in order to mitigate the impacts of development.

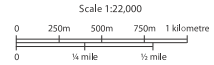
It is likely that such a program of archaeological work would need to await demolition of the existing structure on the site and therefore could be secured by an appropriately worded condition. This would be in accordance with national and local planning policy.

Appendix C

Reading Cycle Routes Map



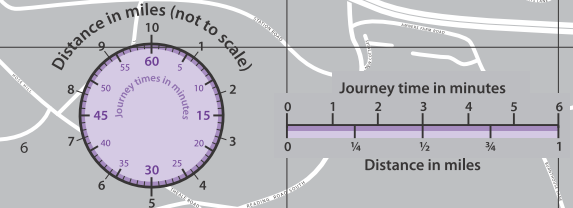
Legend



- R** South Reading
Madejski Stadium & Whitley
- R** South-East Reading
RBI, Uni, Earley & Winnersh
- R** East Reading & Woodley
Newtown, Palmer Park & Bulmershe
- R** North Reading
Caversham & Emmer Green
- R** West Reading
Tilehurst & Prospect Park
- R** South-West Reading
Coley Park & Southcote

- Town Centre Route**
Linking Route
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
- On-road cycle route/facilities
- On-road cycle route - one-way street
- Pedestrian zone



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Appendix D

Local Bus Timetables

[illegible]

Coley Park, Coley Park Terminus (N-bound)	dep	18:25	18:45	19:05	19:25	19:45	20:00	21:00	22:00	23:00	00:00 (ND)
Coley Park, adj Coley Park House		18:26	18:46	19:06	19:26	19:46	20:01	21:01	22:01	23:01	00:01 (ND)
Coley Park, Adj Roundhead		18:29	18:49	19:08	19:28	19:48	20:03	21:03	22:03	23:03	00:03 (ND)
Coley Park, adj Shaw Road		18:30	18:50	19:09	19:29	19:49	20:04	21:04	22:04	23:04	00:04 (ND)
Coley, adj Boston Avenue		18:32	18:52	19:10	19:30	19:50	20:05	21:05	22:05	23:05	00:05 (ND)
Pell Street Adjacent Katesgrove Lane, Katesgrove		18:34	18:54	19:12	19:32	19:52	20:07	21:07	22:07	23:07	00:07 (ND)
Katesgrove, Crown Street (N-bound)		18:35	18:55	19:13	19:33	19:53	20:08	21:08	22:08	23:08	00:08 (ND)
Reading Town Centre, Bridge Street (stop MD)		18:36	18:56	19:14	19:34	19:54	20:09	21:09	22:09	23:09	00:09 (ND)
Reading Town Centre, St Marys Butts (stop CR)		18:38	18:58	19:16	19:36	19:56	20:11	21:11	22:11	23:11	00:11 (ND)
Reading Town Centre, Friar Street (stop FM)	arr					19:58	20:13				00:13 (ND)

Compiled from data for the period Mon 14-Dec-2020 to Sun 20-Dec-2020 Times not in bold are estimated by using the distance between the stops

[illegible]

Coley Park, Coley Park Terminus (N-bound)	dep	19:05	19:30	20:00	21:00	22:00	23:00	00:00	(ND)
Coley Park, adj Coley Park House		19:06	19:31	20:01	21:01	22:01	23:01	00:01	(ND)
Coley Park, Adj Roundhead		19:08	19:33	20:03	21:03	22:03	23:03	00:03	(ND)
Coley Park, adj Shaw Road		19:09	19:34	20:04	21:04	22:04	23:04	00:04	(ND)
Coley, adj Boston Avenue		19:10	19:35	20:05	21:05	22:05	23:05	00:05	(ND)
Pell Street Adjacent Katesgrove Lane, Katesgrove		19:12	19:37	20:07	21:07	22:07	23:07	00:07	(ND)
Katesgrove, Crown Street (N-bound)		19:13	19:38	20:08	21:08	22:08	23:08	00:08	(ND)
Reading Town Centre, Bridge Street (stop MD)		19:14	19:39	20:09	21:09	22:09	23:09	00:09	(ND)
Reading Town Centre, St Marys Butts (stop CR)		19:16	19:41	20:11	21:11	22:11	23:11	00:11	(ND)
Reading Town Centre, Friar Street (stop FM)	arr	19:18		20:13				00:13	(ND)

Compiled from data for the period Mon 14-Dec-2020 to Sun 20-Dec-2020 Times not in bold are estimated by using the distance between the stops

Sundays

Coley Park, Coley Park Terminus (N-bound)	dep	08:30	09:30	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
Coley Park, adj Coley Park House		08:31	09:31	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01	16:31	17:01	17:31	18:01
Coley Park, Adj Roundhead		08:33	09:33	10:33	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:34	17:04	17:33	18:03
Coley Park, adj Shaw Road		08:34	09:34	10:34	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:34	18:04
Coley, adj Boston Avenue		08:35	09:35	10:35	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07	17:35	18:05
Pell Street Adjacent Katesgrove Lane, Katesgrove		08:37	09:37	10:37	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09	16:39	17:09	17:37	18:07
Katesgrove, Crown Street (N-bound)		08:38	09:38	10:38	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:38	18:08
Reading Town Centre, Bridge Street (stop MD)		08:39	09:39	10:39	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:39	18:09
Reading Town Centre, St Marys Butts (stop CR)		08:41	09:41	10:41	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13	16:43	17:13	17:41	18:11
Reading Town Centre, Friar Street (stop FM)	arr																		17:15
Coley Park, Coley Park Terminus (N-bound)	dep	19:00	20:00	21:00	22:00	23:00													
Coley Park, adj Coley Park House		19:01	20:01	21:01	22:01	23:01													
Coley Park, Adj Roundhead		19:03	20:03	21:03	22:03	23:03													
Coley Park, adj Shaw Road		19:04	20:04	21:03	22:03	23:03													
Coley, adj Boston Avenue		19:05	20:05	21:04	22:04	23:04													
Pell Street Adjacent Katesgrove Lane, Katesgrove		19:07	20:07	21:06	22:06	23:06													
Katesgrove, Crown Street (N-bound)		19:08	20:08	21:07	22:07	23:07													
Reading Town Centre, Bridge Street (stop MD)		19:09	20:09	21:08	22:08	23:08													
Reading Town Centre, St Marys Butts (stop CR)		19:11	20:11	21:10	22:10	23:10													
Reading Town Centre, Friar Street (stop FM)	arr	19:13	20:13																

Compiled from data for the period Mon 14-Dec-2020 to Sun 20-Dec-2020 Times not in bold are estimated by using the distance between the stops

Mondays to Fridays

Reading Town Centre, St Marys Butts (stop CR)	dep	06:11	06:41		07:13	07:38	07:58	08:18	08:38	08:58	09:18	09:38	09:58	10:18	10:38	10:58	11:18	11:38	
Reading Town Centre, Friar Street (stop FM)	arr	06:14	06:44		07:20	07:42	08:02	08:22	08:42	09:02	09:22	09:42	10:02	10:22	10:42	11:02	11:22	11:42	
Reading Town Centre, Friar Street (stop FM)	dep	05:45	06:15	06:45	07:05	07:25	07:45	08:05	08:25	08:45	09:05	09:25	09:45	10:05	10:25	10:45	11:05	11:25	11:45
Reading Town Centre, Blagrave Street (Stop EO)		05:46	06:16	06:46	07:06	07:26	07:46	08:06	08:26	08:46	09:06	09:26	09:46	10:06	10:26	10:46	11:06	11:26	11:46
Reading Town Centre, Market Place (stop MC)		05:47	06:17	06:47	07:08	07:28	07:48	08:08	08:28	08:48	09:08	09:28	09:48	10:08	10:28	10:48	11:08	11:28	11:48
Reading Town Centre, London Street Foot (S-bound)		05:48	06:18	06:48	07:09	07:29	07:49	08:09	08:29	08:49	09:09	09:29	09:49	10:09	10:29	10:49	11:09	11:29	11:49
Katesgrove, Crown Street (S-bound)		05:49	06:19	06:49	07:09	07:29	07:49	08:09	08:29	08:49	09:09	09:29	09:49	10:09	10:29	10:49	11:09	11:29	11:49
Katesgrove, Pell Street (On)		05:50	06:20	06:50	07:10	07:30	07:50	08:10	08:30	08:50	09:10	09:30	09:50	10:10	10:30	10:50	11:10	11:30	11:50
Katesgrove, Opp Katesgrove Lane		05:51	06:21	06:51	07:12	07:32	07:52	08:12	08:32	08:52	09:12	09:32	09:52	10:12	10:32	10:52	11:12	11:32	11:52
Coley, opp Boston Avenue		05:51	06:21	06:51	07:12	07:32	07:52	08:12	08:32	08:52	09:12	09:32	09:52	10:12	10:32	10:52	11:12	11:32	11:52
Coley Park, opp Shaw Road		05:53	06:23	06:53	07:14	07:34	07:54	08:14	08:34	08:54	09:14	09:34	09:54	10:14	10:34	10:54	11:14	11:34	11:54
Coley Park, opp Roundhead		05:54	06:24	06:54	07:15	07:35	07:55	08:15	08:35	08:55	09:15	09:35	09:55	10:15	10:35	10:55	11:15	11:35	11:55
Coley Park, opp Coley Park House		05:54	06:24	06:54	07:16	07:36	07:56	08:16	08:36	08:56	09:16	09:36	09:56	10:16	10:36	10:56	11:16	11:36	11:56
Coley Park, adj Wensley Road Flats		05:55	06:25	06:55	07:17	07:37	07:57	08:17	08:37	08:57	09:17	09:37	09:57	10:17	10:37	10:57	11:17	11:37	11:57
Coley Park, opp 252 Wensley Road West		05:56	06:26	06:56	07:18	07:38	07:58	08:18	08:38	08:58	09:18	09:38	09:58	10:18	10:38	10:58	11:18	11:38	11:58
Coley Park, Coley Park Terminus (N-bound)	arr	05:58	06:28	06:58	07:20	07:40	08:00	08:20	08:40	09:00	09:20	09:40	10:00	10:20	10:40	11:00	11:20	11:40	12:00
Reading Town Centre, St Marys Butts (stop CR)	dep	11:58	12:18	12:38	12:58	13:18	13:38	13:58	14:18	14:38	14:58	15:18	15:38	15:58	16:18	16:38	16:58	17:18	17:38
Reading Town Centre, Friar Street (stop FM)	arr	12:02	12:22	12:42	13:02	13:22	13:42	14:02	14:22	14:42	15:02	15:22	15:42	16:02	16:22	16:42	17:02	17:22	17:42
Reading Town Centre, Friar Street (stop FM)	dep	12:05	12:25	12:45	13:05	13:25	13:45	14:05	14:25	14:45	15:05	15:25	15:45	16:05	16:25	16:45	17:05	17:25	17:45
Reading Town Centre, Blagrave Street (Stop EO)		12:06	12:26	12:46	13:06	13:26	13:46	14:06	14:26	14:46	15:06	15:26	15:46	16:06	16:26	16:46	17:06	17:26	17:46
Reading Town Centre, Market Place (stop MC)		12:08	12:28	12:48	13:08	13:28	13:48	14:08	14:28	14:48	15:08	15:28	15:48	16:08	16:28	16:48	17:08	17:28	17:48
Reading Town Centre, London Street Foot (S-bound)		12:09	12:29	12:49	13:09	13:29	13:49	14:09	14:29	14:49	15:09	15:29	15:49	16:09	16:29	16:49	17:09	17:29	17:49
Katesgrove, Crown Street (S-bound)		12:09	12:29	12:49	13:09	13:29	13:49	14:09	14:29	14:49	15:09	15:29	15:49	16:09	16:29	16:49	17:09	17:29	17:49
Katesgrove, Pell Street (On)		12:10	12:30	12:50	13:10	13:30	13:50	14:10	14:30	14:50	15:10	15:30	15:50	16:10	16:30	16:50	17:10	17:30	17:50
Katesgrove, Opp Katesgrove Lane		12:12	12:32	12:52	13:12	13:32	13:52	14:12	14:32	14:52	15:12	15:32	15:52	16:12	16:32	16:52	17:12	17:32	17:52
Coley, opp Boston Avenue		12:12	12:32	12:52	13:12	13:32	13:52	14:12	14:32	14:52	15:12	15:32	15:52	16:12	16:32	16:52	17:12	17:32	17:52
Coley Park, opp Shaw Road		12:14	12:34	12:54	13:14	13:34	13:54	14:14	14:34	14:54	15:14	15:34	15:54	16:14	16:34	16:54	17:14	17:34	17:54
Coley Park, opp Roundhead		12:15	12:35	12:55	13:15	13:35	13:55	14:15	14:35	14:55	15:15	15:35	15:55	16:15	16:35	16:55	17:15	17:35	17:55
Coley Park, opp Coley Park House		12:16	12:36	12:56	13:16	13:36	13:56	14:16	14:36	14:56	15:16	15:36	15:56	16:16	16:36	16:56	17:16	17:36	17:56
Coley Park, adj Wensley Road Flats		12:17	12:37	12:57	13:17	13:37	13:57	14:17	14:37	14:57	15:17	15:37	15:57	16:17	16:37	16:57	17:17	17:37	17:57
Coley Park, opp 252 Wensley Road West		12:18	12:38	12:58	13:18	13:38	13:58	14:18	14:38	14:58	15:18	15:38	15:58	16:18	16:38	16:58	17:18	17:38	17:58
Coley Park, Coley Park Terminus (N-bound)	arr	12:20	12:40	13:00	13:20	13:40	14:00	14:20	14:40	15:00	15:20	15:40	16:00	16:20	16:41	17:01	17:21	17:41	18:01

Reading Town Centre, St Marys Butts (stop CR)	dep	17:58	18:18	18:38	18:58	19:16	19:36	20:40	21:38	22:38	23:38
Reading Town Centre, Friar Street (stop FM)	arr	18:02	18:22	18:42	19:02	19:22	19:42	20:42	21:40	22:40	23:40
Reading Town Centre, Friar Street (stop FM)	dep	18:05	18:25	18:45	19:05	19:25	19:45	20:45	21:45	22:45	23:45
Reading Town Centre, Blagrave Street (Stop EO)		18:06	18:26	18:46	19:06	19:26	19:46	20:46	21:46	22:46	23:46
Reading Town Centre, Market Place (stop MC)		18:08	18:28	18:48	19:08	19:28	19:47	20:47	21:47	22:47	23:47
Reading Town Centre, London Street Foot (S-bound)		18:09	18:29	18:49	19:09	19:29	19:48	20:48	21:48	22:48	23:48
Katesgrove, Crown Street (S-bound)		18:09	18:29	18:49	19:09	19:29	19:49	20:49	21:49	22:49	23:49
Katesgrove, Pell Street (On)		18:10	18:30	18:50	19:10	19:30	19:50	20:50	21:50	22:50	23:50
Katesgrove, Opp Katesgrove Lane		18:12	18:32	18:52	19:12	19:32	19:51	20:51	21:51	22:51	23:51
Coley, opp Boston Avenue		18:12	18:32	18:52	19:12	19:32	19:51	20:51	21:51	22:51	23:51
Coley Park, opp Shaw Road		18:14	18:34	18:54	19:14	19:34	19:53	20:53	21:53	22:53	23:53
Coley Park, opp Roundhead		18:15	18:35	18:55	19:15	19:35	19:54	20:54	21:54	22:54	23:54
Coley Park, opp Coley Park House		18:16	18:36	18:56	19:16	19:36	19:54	20:54	21:54	22:54	23:54
Coley Park, adj Wensley Road Flats		18:17	18:37	18:57	19:17	19:37	19:55	20:55	21:55	22:55	23:55
Coley Park, opp 252 Wensley Road West		18:18	18:38	18:58	19:18	19:38	19:56	20:56	21:56	22:56	23:56
Coley Park, Coley Park Terminus (N-bound)	arr	18:21	18:40	19:00	19:20	19:40	19:58	20:58	21:58	22:58	23:58

Compiled from data for the period Mon 14-Dec-2020 to Sun 20-Dec-2020. Times not in bold are estimated by using the distance between the stops

Saturdays

Reading Town Centre, St Marys Butts (stop CR)	dep	06:11	06:41	07:11	07:41	08:11	08:41		09:18	09:38	09:58	10:18	10:38	10:58	11:18	11:38	11:58	12:18	
Reading Town Centre, Friar Street (stop FM)	arr	06:14	06:44	07:14	07:44	08:14	08:44		09:22	09:42	10:02	10:22	10:42	11:02	11:22	11:42	12:02	12:22	
Reading Town Centre, Friar Street (stop FM)	dep	05:45	06:15	06:45	07:15	07:45	08:15	08:45	09:05	09:25	09:45	10:05	10:25	10:45	11:05	11:25	11:45	12:05	12:25
Reading Town Centre, Blagrave Street (Stop EO)		05:46	06:16	06:46	07:16	07:46	08:16	08:46	09:06	09:26	09:46	10:06	10:26	10:46	11:06	11:26	11:46	12:06	12:26
Reading Town Centre, Market Place (stop MC)		05:47	06:17	06:47	07:18	07:48	08:18	08:48	09:08	09:28	09:48	10:08	10:28	10:48	11:08	11:28	11:48	12:08	12:28
Reading Town Centre, London Street Foot (S-bound)		05:48	06:18	06:48	07:19	07:49	08:19	08:49	09:09	09:29	09:49	10:09	10:29	10:49	11:09	11:29	11:49	12:09	12:29
Katesgrove, Crown Street (S-bound)		05:49	06:19	06:49	07:19	07:49	08:19	08:49	09:09	09:29	09:49	10:09	10:29	10:49	11:09	11:29	11:49	12:09	12:29
Katesgrove, Pell Street (On)		05:50	06:20	06:50	07:20	07:50	08:20	08:50	09:10	09:30	09:50	10:10	10:30	10:50	11:10	11:30	11:50	12:10	12:30
Katesgrove, Opp Katesgrove Lane		05:51	06:21	06:51	07:22	07:52	08:22	08:52	09:12	09:32	09:52	10:12	10:32	10:52	11:12	11:32	11:52	12:12	12:32
Coley, opp Boston Avenue		05:51	06:21	06:51	07:22	07:52	08:22	08:52	09:12	09:32	09:52	10:12	10:32	10:52	11:12	11:32	11:52	12:12	12:32
Coley Park, opp Shaw Road		05:53	06:23	06:53	07:24	07:54	08:24	08:54	09:14	09:34	09:54	10:14	10:34	10:54	11:14	11:34	11:54	12:14	12:34
Coley Park, opp Roundhead		05:54	06:24	06:54	07:25	07:55	08:25	08:55	09:15	09:35	09:55	10:15	10:35	10:55	11:15	11:35	11:55	12:15	12:35
Coley Park, opp Coley Park House		05:54	06:24	06:54	07:26	07:56	08:26	08:56	09:16	09:36	09:56	10:16	10:36	10:56	11:16	11:36	11:56	12:16	12:36
Coley Park, adj Wensley Road Flats		05:55	06:25	06:55	07:27	07:57	08:27	08:57	09:17	09:37	09:57	10:17	10:37	10:57	11:17	11:37	11:57	12:17	12:37
Coley Park, opp 252 Wensley Road West		05:56	06:26	06:56	07:28	07:58	08:28	08:58	09:18	09:38	09:58	10:18	10:38	10:58	11:18	11:38	11:58	12:18	12:38
Coley Park, Coley Park Terminus (N-bound)	arr	05:58	06:28	06:58	07:30	08:00	08:30	09:00	09:20	09:40	10:00	10:20	10:40	11:00	11:20	11:40	12:00	12:20	12:40
Reading Town Centre, St Marys Butts (stop CR)	dep	12:38	12:58	13:18	13:38	13:58	14:18	14:38	14:58	15:18	15:38	15:58	16:18	16:38	16:58	17:18	17:38	17:58	18:18
Reading Town Centre, Friar Street (stop FM)	arr	12:42	13:02	13:22	13:42	14:02	14:22	14:42	15:02	15:22	15:42	16:02	16:22	16:42	17:02	17:22	17:42	18:02	18:22
Reading Town Centre, Friar Street (stop FM)	dep	12:45	13:05	13:25	13:45	14:05	14:25	14:45	15:05	15:25	15:45	16:05	16:25	16:45	17:05	17:25	17:45	18:05	18:25
Reading Town Centre, Blagrave Street (Stop EO)		12:46	13:06	13:26	13:46	14:06	14:26	14:46	15:06	15:26	15:46	16:06	16:26	16:46	17:06	17:26	17:46	18:06	18:26
Reading Town Centre, Market Place (stop MC)		12:48	13:08	13:28	13:48	14:08	14:28	14:48	15:08	15:28	15:48	16:08	16:28	16:48	17:08	17:28	17:48	18:08	18:28
Reading Town Centre, London Street Foot (S-bound)		12:49	13:09	13:29	13:49	14:09	14:29	14:49	15:09	15:29	15:49	16:09	16:29	16:49	17:09	17:29	17:49	18:09	18:29
Katesgrove, Crown Street (S-bound)		12:49	13:09	13:29	13:49	14:09	14:29	14:49	15:09	15:29	15:49	16:09	16:29	16:49	17:09	17:29	17:49	18:09	18:29
Katesgrove, Pell Street (On)		12:50	13:10	13:30	13:50	14:10	14:30	14:50	15:10	15:30	15:50	16:10	16:30	16:50	17:10	17:30	17:50	18:10	18:30
Katesgrove, Opp Katesgrove Lane		12:52	13:12	13:32	13:52	14:12	14:32	14:52	15:12	15:32	15:52	16:12	16:32	16:52	17:12	17:32	17:52	18:12	18:32
Coley, opp Boston Avenue		12:52	13:12	13:32	13:52	14:12	14:32	14:52	15:12	15:32	15:52	16:12	16:32	16:52	17:12	17:32	17:52	18:12	18:32
Coley Park, opp Shaw Road		12:54	13:14	13:34	13:54	14:14	14:34	14:54	15:14	15:34	15:54	16:14	16:34	16:54	17:14	17:34	17:54	18:14	18:34
Coley Park, opp Roundhead		12:55	13:15	13:35	13:55	14:15	14:35	14:55	15:15	15:35	15:55	16:15	16:35	16:55	17:15	17:35	17:55	18:15	18:35
Coley Park, opp Coley Park House		12:56	13:16	13:36	13:56	14:16	14:36	14:56	15:16	15:36	15:56	16:16	16:36	16:56	17:16	17:36	17:56	18:16	18:36
Coley Park, adj Wensley Road Flats		12:57	13:17	13:37	13:57	14:17	14:37	14:57	15:17	15:37	15:57	16:17	16:37	16:57	17:17	17:37	17:57	18:17	18:37
Coley Park, opp 252 Wensley Road West		12:58	13:18	13:38	13:58	14:18	14:38	14:58	15:18	15:38	15:58	16:18	16:38	16:58	17:18	17:38	17:58	18:18	18:38
Coley Park, Coley Park Terminus (N-bound)	arr	13:00	13:20	13:40	14:00	14:20	14:40	15:00	15:20	15:40	16:00	16:20	16:40	17:00	17:20	17:40	18:00	18:20	18:40

Reading Town Centre, St Marys Butts (stop CR)	dep	18:38	18:58	19:41	20:40	21:38	22:38	23:38
Reading Town Centre, Friar Street (stop FM)	arr	18:42	19:02	19:44	20:42	21:40	22:40	23:40
Reading Town Centre, Friar Street (stop FM)	dep	18:45	19:15	19:45	20:45	21:45	22:45	23:45
Reading Town Centre, Blagrave Street (Stop EO)		18:46	19:16	19:46	20:46	21:46	22:46	23:46
Reading Town Centre, Market Place (stop MC)		18:48	19:18	19:47	20:47	21:47	22:47	23:47
Reading Town Centre, London Street Foot (S-bound)		18:49	19:19	19:48	20:48	21:48	22:48	23:48
Katesgrove, Crown Street (S-bound)		18:49	19:19	19:49	20:49	21:49	22:49	23:49
Katesgrove, Pell Street (On)		18:50	19:20	19:50	20:50	21:50	22:50	23:50
Katesgrove, Opp Katesgrove Lane		18:52	19:22	19:51	20:51	21:51	22:51	23:51
Coley, opp Boston Avenue		18:52	19:22	19:51	20:51	21:51	22:51	23:51
Coley Park, opp Shaw Road		18:54	19:24	19:53	20:53	21:53	22:53	23:53
Coley Park, opp Roundhead		18:55	19:25	19:54	20:54	21:54	22:54	23:54
Coley Park, opp Coley Park House		18:56	19:26	19:54	20:54	21:54	22:54	23:54
Coley Park, adj Wensley Road Flats		18:57	19:27	19:55	20:55	21:55	22:55	23:55
Coley Park, opp 252 Wensley Road West		18:58	19:28	19:56	20:56	21:56	22:56	23:56
Coley Park, Coley Park Terminus (N-bound)	arr	19:00	19:30	19:58	20:58	21:58	22:58	23:58

Compiled from data for the period Mon 14-Dec-2020 to Sun 20-Dec-2020. Times not in bold are estimated by using the distance between the stops

Sundays

Reading Town Centre, St Marys Butts (stop CR)	dep	08:09	09:10	10:10	10:40	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:11	16:41	17:11	17:41
Reading Town Centre, Friar Street (stop FM)	arr	08:11	09:12	10:12	10:42	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44	16:13	16:43	17:13	17:43
Reading Town Centre, Friar Street (stop FM)	dep	08:15	09:15	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	15:45	16:15	16:45	17:15	17:45
Reading Town Centre, Blagrave Street (Stop EO)		08:16	09:16	10:16	10:46	11:16	11:46	12:16	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46
Reading Town Centre, Market Place (stop MC)		08:17	09:17	10:17	10:47	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18	17:47
Reading Town Centre, London Street Foot (S-bound)		08:18	09:18	10:18	10:48	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49	16:19	16:49	17:19	17:48
Katesgrove, Crown Street (S-bound)		08:19	09:19	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	15:19	15:49	16:19	16:49	17:19	17:49
Katesgrove, Pell Street (On)		08:20	09:20	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:50
Katesgrove, Opp Katesgrove Lane		08:21	09:21	10:21	10:51	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:51
Coley, opp Boston Avenue		08:21	09:21	10:21	10:51	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:51
Coley Park, opp Shaw Road		08:23	09:23	10:23	10:53	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:24	16:54	17:24	17:53
Coley Park, opp Roundhead		08:24	09:24	10:24	10:54	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:54
Coley Park, opp Coley Park House		08:24	09:24	10:24	10:54	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26	16:56	17:26	17:54
Coley Park, adj Wensley Road Flats		08:25	09:25	10:25	10:55	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	15:27	15:57	16:27	16:57	17:27	17:55
Coley Park, opp 252 Wensley Road West		08:26	09:26	10:26	10:56	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:56
Coley Park, Coley Park Terminus (N-bound)	arr	08:28	09:28	10:28	10:58	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	17:58

Reading Town Centre, St Marys Butts (stop CR)	dep	18:38	19:35	20:34	21:34	22:34
Reading Town Centre, Friar Street (stop FM)	arr	18:40	19:37	20:36	21:36	22:36
Reading Town Centre, Friar Street (stop FM)	dep	18:45	19:45	20:45	21:45	22:45
Reading Town Centre, Blagrave Street (Stop EO)		18:46	19:46	20:46	21:46	22:46
Reading Town Centre, Market Place (stop MC)		18:47	19:47	20:47	21:47	22:47
Reading Town Centre, London Street Foot (S-bound)		18:48	19:48	20:48	21:48	22:48
Katesgrove, Crown Street (S-bound)		18:49	19:49	20:49	21:49	22:49
Katesgrove, Pell Street (On)		18:50	19:50	20:50	21:50	22:50
Katesgrove, Opp Katesgrove Lane		18:51	19:51	20:51	21:51	22:51
Coley, opp Boston Avenue		18:51	19:51	20:51	21:51	22:51
Coley Park, opp Shaw Road		18:53	19:53	20:53	21:53	22:53
Coley Park, opp Roundhead		18:54	19:54	20:54	21:54	22:54
Coley Park, opp Coley Park House		18:54	19:54	20:54	21:54	22:54
Coley Park, adj Wensley Road Flats		18:55	19:55	20:55	21:55	22:55
Coley Park, opp 252 Wensley Road West		18:56	19:56	20:56	21:56	22:56
Coley Park, Coley Park Terminus (N-bound)	arr	18:58	19:58	20:58	21:58	22:58

Compiled from data for the period Mon 14-Dec-2020 to Sun 20-Dec-2020. Times not in bold are estimated by using the distance between the stops

Mondays to Fridays

Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	05:20	05:40	06:00	06:20	06:40	06:55	07:10	07:24	07:34	07:44	07:54	08:04	08:15	08:26	08:36	08:46	08:56
	Whitley Wood, opp Engineers Court	dep	04:29																
	Whitley Street, Whitley Street (N-bound)		04:40	05:32	05:52	06:12	06:32	06:52	07:08	07:25	07:40	07:50	08:00	08:10	08:20	08:31	08:42	08:52	09:02
	Reading Town Centre, St Marys Butts (stop CL)		04:44	05:36	05:56	06:16	06:36	06:56	07:13	07:30	07:45	07:55	08:05	08:16	08:26	08:37	08:48	08:58	09:08
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	09:04	09:14	09:23	09:33	09:43	09:53	10:03	10:13	10:23	10:33	10:43	10:53	11:03	11:13	11:23	11:33	11:43
	Whitley Street, Whitley Street (N-bound)		09:20	09:30	09:38	09:48	09:58	10:08	10:18	10:28	10:38	10:47	10:57	11:07	11:17	11:27	11:37	11:47	11:57
	Reading Town Centre, St Marys Butts (stop CL)		09:26	09:36	09:43	09:53	10:03	10:13	10:23	10:33	10:43	10:52	11:02	11:12	11:22	11:32	11:42	11:52	12:02
	Reading Town Centre, Station Road (Stop SC)	arr	09:39																
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	12:03	12:13	12:23	12:33	12:43	12:53	13:03	13:13	13:23	13:33	13:43	13:53	14:03	14:13	14:23	14:33	14:43
	Whitley Street, Whitley Street (N-bound)		12:17	12:27	12:37	12:47	12:57	13:07	13:17	13:27	13:37	13:47	13:57	14:07	14:17	14:27	14:37	14:47	14:57
	Reading Town Centre, St Marys Butts (stop CL)		12:22	12:32	12:42	12:52	13:02	13:12	13:22	13:32	13:42	13:52	14:02	14:12	14:22	14:32	14:42	14:52	15:02
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	14:59	15:04	15:08	15:17	15:27	15:37	15:47	15:57	16:07	16:17	16:27	16:37	16:47	16:57	17:10	17:20	17:30
	Whitley Street, Whitley Street (N-bound)		15:13	15:20	15:24	15:33	15:43	15:53	16:03	16:13	16:23	16:33	16:43	16:53	17:03	17:13	17:23	17:33	17:43
	Reading Town Centre, St Marys Butts (stop CL)		15:18	15:25	15:29	15:38	15:48	15:58	16:08	16:18	16:28	16:38	16:48	16:58	17:08	17:18	17:28	17:38	17:48
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	17:50	17:59	18:08	18:18	18:28	18:38	18:48	19:00	19:20	19:40	20:00	20:20	20:40	21:00	21:20	21:40	22:00
	Whitley Street, Whitley Street (N-bound)		18:03	18:12	18:21	18:31	18:41	18:51	19:01	19:13	19:33	19:53	20:11	20:31	20:51	21:11	21:31	21:51	22:11
	Reading Town Centre, St Marys Butts (stop CL)		18:08	18:17	18:26	18:36	18:46	18:56	19:06	19:18	19:38	19:58	20:15	20:35	20:55	21:15	21:35	21:55	22:15
	Reading Town Centre, Station Road (Stop SC)	arr			18:29	18:39		18:59											
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	23:00	23:20	23:40														
	Whitley Wood, opp Engineers Court	dep				00:29 (ND)	01:29 (ND)	02:29 (ND)	03:29 (ND)										
	Whitley Street, Whitley Street (N-bound)		23:11	23:31	23:51	00:40 (ND)	01:40 (ND)	02:40 (ND)	03:40 (ND)										
	Reading Town Centre, St Marys Butts (stop CL)		23:15	23:35	23:55	00:44 (ND)	01:44 (ND)	02:44 (ND)	03:44 (ND)										
	Reading Town Centre, Station Road (Stop SC)	arr			23:58	00:46 (ND)	01:46 (ND)	02:46 (ND)	03:46 (ND)										

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Saturdays

Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	05:20	05:40	06:00	06:20	06:40	07:00	07:28	07:48	08:08	08:28	08:48	09:08	09:27	09:37	09:47	09:57	10:07	
	Whitley Wood, opp Engineers Court	dep	04:29																	
	Whitley Street, Whitley Street (N-bound)		04:40	05:30	05:50	06:11	06:31	06:51	07:11	07:39	07:59	08:22	08:42	09:02	09:22	09:41	09:51	10:01	10:11	10:21
	Reading Town Centre, St Marys Butts (stop CL)		04:44	05:34	05:54	06:15	06:35	06:55	07:16	07:44	08:04	08:27	08:47	09:07	09:27	09:46	09:56	10:06	10:16	10:26
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	10:17	10:27	10:37	10:47	10:57	11:07	11:17	11:27	11:37	11:47	11:57	12:07	12:17	12:27	12:37	12:47	12:57	13:07
	Whitley Street, Whitley Street (N-bound)		10:31	10:41	10:51	11:01	11:11	11:21	11:31	11:41	11:51	12:01	12:11	12:22	12:32	12:42	12:52	13:02	13:12	13:22
	Reading Town Centre, St Marys Butts (stop CL)		10:36	10:46	10:56	11:06	11:16	11:27	11:37	11:47	11:57	12:08	12:19	12:31	12:42	12:52	13:02	13:12	13:22	13:32
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	13:17	13:27	13:37	13:47	13:57	14:07	14:17	14:27	14:37	14:47	14:57	15:07	15:17	15:27	15:37	15:47	15:57	16:07
	Whitley Street, Whitley Street (N-bound)		13:32	13:42	13:52	14:02	14:12	14:21	14:31	14:41	14:51	15:01	15:11	15:22	15:32	15:42	15:52	16:02	16:11	16:20
	Reading Town Centre, St Marys Butts (stop CL)		13:42	13:52	14:02	14:12	14:21	14:30	14:39	14:49	14:59	15:09	15:19	15:29	15:39	15:49	15:59	16:09	16:17	16:25
	Reading Town Centre, Station Road (Stop SC)	arr																	16:20	
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	16:17	16:27	16:37	16:47	16:57	17:07	17:17	17:27	17:42	17:57	18:12	18:27	18:41	19:01	19:20	19:40	20:02	20:22
	Whitley Street, Whitley Street (N-bound)		16:30	16:40	16:50	17:00	17:10	17:20	17:30	17:40	17:55	18:10	18:25	18:40	18:54	19:14	19:33	19:53	20:13	20:33
	Reading Town Centre, St Marys Butts (stop CL)		16:35	16:45	16:55	17:05	17:15	17:25	17:35	17:45	18:00	18:15	18:30	18:45	18:59	19:19	19:38	19:58	20:18	20:38
	Reading Town Centre, Station Road (Stop SC)	arr			16:58			17:28					18:33							
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood	dep	20:42	21:02	21:22	21:42	22:01	22:41	23:01	23:19	23:39									
	Whitley Wood, opp Engineers Court	dep											00:29 (ND)	01:29 (ND)	02:29 (ND)	03:29 (ND)	04:29 (ND)			
	Whitley Street, Whitley Street (N-bound)		20:53	21:13	21:33	21:53	22:11	22:51	23:11	23:29	23:49		00:40 (ND)	01:40 (ND)	02:40 (ND)	03:40 (ND)	04:40 (ND)			
	Reading Town Centre, St Marys Butts (stop CL)		20:58	21:17	21:37	21:57	22:15	22:55	23:15	23:33	23:53		00:44 (ND)	01:44 (ND)	02:44 (ND)	03:44 (ND)	04:44 (ND)			
	Reading Town Centre, Station Road (Stop SC)	arr								23:56			00:46 (ND)	01:46 (ND)	02:46 (ND)	03:46 (ND)	04:46 (ND)			

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Sundays

Northumberland Avenue Terminus Northumberland Avenue, Whitley Wood	dep			07:00	07:33	08:03	08:34	09:04	09:38	10:08	10:31	10:51	11:11	11:31	11:51	12:11	12:31	12:51	13:11
Whitley Wood, opp Engineers Court	dep	05:35	06:31																
Whitley Street, Whitley Street (N-bound)		05:46	06:44	07:11	07:48	08:18	08:49	09:19	09:53	10:23	10:46	11:06	11:26	11:46	12:06	12:26	12:46	13:06	13:26
Reading Town Centre, St Marys Butts (stop CL)		05:50	06:48	07:15	07:53	08:23	08:54	09:24	09:58	10:28	10:51	11:11	11:31	11:51	12:11	12:31	12:51	13:11	13:31

Northumberland Avenue Terminus Northumberland Avenue, Whitley Wood	dep	13:31	13:51	14:11	14:31	14:51	15:11	15:31	15:51	16:11	16:31	16:51	17:11	17:31	17:51	18:11	18:38	19:08	19:38
Whitley Street, Whitley Street (N-bound)		13:46	14:06	14:26	14:46	15:06	15:26	15:46	16:06	16:26	16:46	17:06	17:24	17:44	18:04	18:24	18:51	19:21	19:51
Reading Town Centre, St Marys Butts (stop CL)		13:51	14:11	14:31	14:51	15:11	15:31	15:51	16:11	16:31	16:51	17:11	17:28	17:48	18:08	18:28	18:55	19:25	19:55
Reading Town Centre, Station Road (Stop SC)	arr					14:34													

Northumberland Avenue Terminus Northumberland Avenue, Whitley Wood	dep	20:08	20:38	21:08	21:38	22:23	23:08												
Whitley Wood, opp Engineers Court	dep							23:29	00:29 (ND)	01:29 (ND)	02:29 (ND)	03:29 (ND)							
Whitley Street, Whitley Street (N-bound)		20:19	20:49	21:19	21:49	22:37	23:19	23:40	00:40 (ND)	01:40 (ND)	02:40 (ND)	03:40 (ND)							
Reading Town Centre, St Marys Butts (stop CL)		20:23	20:53	21:23	21:53	22:43	23:23	23:44	00:44 (ND)	01:44 (ND)	02:44 (ND)	03:44 (ND)							
Reading Town Centre, Station Road (Stop SC)	arr					22:46		23:46	00:46 (ND)	01:46 (ND)	02:46 (ND)	03:46 (ND)							

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Mondays to Fridays

Reading Town Centre, St Marys Butts (stop CL)	dep	04:44	05:36	05:56	06:36	06:46	06:56	07:13	07:45	07:55	08:05	08:16	08:26						
Reading Town Centre, Station Road (Stop SC)	arr	04:46	05:39	05:59	06:39	06:49	06:59	07:16	07:48	07:58	08:08	08:19	08:29						
Reading Town Centre, Station Road (Stop SC)	dep	04:45	05:05	05:25	05:45	06:05	06:20	06:35	06:50	07:00	07:10	07:20	07:30	07:40	08:00	08:10	08:20	08:30	08:40
Whitley, Corbridge Road (S-bound)		04:52	05:12	05:32	05:52	06:12	06:28	06:42	06:58	07:10	07:20	07:30	07:40	07:51	08:13	08:23	08:32	08:42	08:52
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		04:58	05:18	05:38	05:58	06:18	06:34	06:48	07:04	07:18	07:28	07:38	07:48	08:00	08:22	08:32	08:40	08:50	09:00
Whitley Wood, adj 134 Engineers Court	arr	04:59																	
Reading Town Centre, St Marys Butts (stop CL)	dep	08:37	08:48	08:58	09:08	09:18	09:26	09:43	09:53	10:03	10:13	10:23	10:33	10:43	10:52	11:02	11:12	11:22	11:32
Reading Town Centre, Station Road (Stop SC)	arr	08:40	08:51	09:01	09:11	09:21	09:29	09:46	09:56	10:06	10:16	10:26	10:36	10:46	10:55	11:05	11:15	11:25	11:35
Reading Town Centre, Station Road (Stop SC)	dep	08:50	09:00	09:10	09:20	09:30	09:40	09:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40
Whitley, Corbridge Road (S-bound)		09:02	09:11	09:21	09:31	09:41	09:51	10:01	10:11	10:21	10:31	10:41	10:51	11:01	11:11	11:21	11:31	11:41	11:51
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		09:10	09:19	09:29	09:39	09:49	09:59	10:09	10:19	10:29	10:39	10:49	10:59	11:09	11:19	11:29	11:39	11:49	11:59
Reading Town Centre, St Marys Butts (stop CL)	dep	11:42	11:52	12:02	12:12	12:22	12:32	12:42	12:52	13:02	13:12	13:22	13:32	13:42	13:52	14:02	14:12	14:22	14:32
Reading Town Centre, Station Road (Stop SC)	arr	11:45	11:55	12:05	12:15	12:25	12:35	12:45	12:55	13:05	13:15	13:25	13:35	13:45	13:55	14:05	14:15	14:25	14:35
Reading Town Centre, Station Road (Stop SC)	dep	11:50	12:00	12:10	12:20	12:30	12:40	12:50	13:00	13:10	13:20	13:30	13:40	13:50	14:00	14:10	14:20	14:30	14:40
Whitley, Corbridge Road (S-bound)		12:01	12:11	12:21	12:31	12:41	12:51	13:01	13:11	13:21	13:31	13:41	13:51	14:01	14:11	14:21	14:31	14:41	14:52
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		12:09	12:19	12:29	12:39	12:49	12:59	13:09	13:19	13:29	13:39	13:49	13:59	14:09	14:19	14:29	14:39	14:49	15:01
Reading Town Centre, St Marys Butts (stop CL)	dep	14:42	14:52	15:02	15:12	15:18	15:29	15:38	15:48	15:58	16:08	16:18	16:28	16:38	16:48	16:58	17:08	17:18	17:28
Reading Town Centre, Station Road (Stop SC)	arr	14:45	14:55	15:05	15:15	15:21	15:32	15:41	15:51	16:01	16:11	16:21	16:31	16:41	16:51	17:01	17:11	17:21	17:31
Reading Town Centre, Station Road (Stop SC)	dep	14:50	15:00	15:10	15:20	15:30	15:40	15:50	16:00	16:10	16:20	16:30	16:40	16:50	17:00	17:10	17:20	17:30	17:40
Whitley, Corbridge Road (S-bound)		15:02	15:12	15:23	15:33	15:43	15:53	16:04	16:14	16:24	16:34	16:44	16:54	17:04	17:14	17:24	17:34	17:44	17:54
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		15:11	15:21	15:32	15:42	15:52	16:02	16:13	16:23	16:33	16:43	16:53	17:03	17:13	17:23	17:33	17:43	17:53	18:03
Reading Town Centre, St Marys Butts (stop CL)	dep	17:38	17:48	17:58	18:08	18:22	18:46	19:06	19:18	19:38	19:58	20:26	20:46	21:06	21:29	21:48	22:08	22:28	22:48
Reading Town Centre, Station Road (Stop SC)	arr	17:41	17:51	18:01	18:11	18:25	18:49	19:09	19:21	19:41	20:01	20:29	20:49	21:09	21:32	21:51	22:11	22:31	22:51
Reading Town Centre, Station Road (Stop SC)	dep	17:50	18:00	18:10	18:20	18:35	18:55	19:15	19:35	19:55	20:15	20:35	20:55	21:15	21:35	21:55	22:15	22:35	22:55
Whitley, Corbridge Road (S-bound)		18:04	18:14	18:24	18:34	18:49	19:09	19:29	19:47	20:07	20:27	20:47	21:07	21:26	21:46	22:06	22:26	22:46	23:06
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		18:13	18:23	18:33	18:43	18:58	19:18	19:38	19:55	20:15	20:35	20:55	21:15	21:33	21:53	22:13	22:33	22:53	23:13

Reading Town Centre, St Marys Butts (stop CL)	dep	23:06	23:35	00:38 (ND)	01:38 (ND)	02:38 (ND)	03:38 (ND)
Reading Town Centre, Station Road (Stop SC)	arr	23:12	23:41	00:41 (ND)	01:41 (ND)	02:41 (ND)	03:41 (ND)
Reading Town Centre, Station Road (Stop SC)	dep	23:15	23:45	00:45 (ND)	01:45 (ND)	02:45 (ND)	03:45 (ND)
Whitley, Corbridge Road (S-bound)		23:26	23:51	00:51 (ND)	01:51 (ND)	02:51 (ND)	03:51 (ND)
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		23:33	23:57	00:57 (ND)	01:57 (ND)	02:57 (ND)	03:57 (ND)
Whitley Wood, adj 134 Engineers Court	arr		23:58	00:58 (ND)	01:58 (ND)	02:58 (ND)	03:58 (ND)

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Saturdays

Reading Town Centre, St Marys Butts (stop CL)	dep				05:34	05:54	06:15	06:35	06:51	07:11	07:33	07:53	08:14	08:37	08:47	09:04	09:07	09:24	09:27
Reading Town Centre, Station Road (Stop SC)	arr				05:37	05:57	06:18	06:38	06:58	07:14	07:36	07:56	08:17	08:40	08:50	09:07	09:10	09:27	09:30
Reading Town Centre, Station Road (Stop SC)	dep	04:45	05:05	05:25	05:45	06:05	06:25	06:45	07:05	07:25	07:45	08:05	08:25	08:45	09:00	09:10	09:20	09:30	09:40
Whitley, Corbridge Road (S-bound)		04:52	05:12	05:32	05:52	06:12	06:33	06:53	07:13	07:33	07:53	08:14	08:34	08:54	09:10	09:20	09:30	09:40	09:50
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		04:58	05:18	05:38	05:58	06:18	06:39	06:59	07:19	07:39	07:59	08:21	08:41	09:01	09:17	09:27	09:37	09:47	09:57
Whitley Wood, adj 134 Engineers Court	arr	04:59																	
Reading Town Centre, St Marys Butts (stop CL)	dep	09:44	09:51	10:01	10:11	10:21	10:31	10:41	10:51	11:01	11:11	11:21	11:32	11:42	11:52	12:02	12:13	12:24	12:31
Reading Town Centre, Station Road (Stop SC)	arr	09:47	09:54	10:04	10:14	10:24	10:34	10:44	10:54	11:04	11:14	11:24	11:35	11:45	11:55	12:05	12:16	12:27	12:34
Reading Town Centre, Station Road (Stop SC)	dep	09:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40
Whitley, Corbridge Road (S-bound)		10:00	10:10	10:21	10:31	10:41	10:51	11:01	11:12	11:22	11:32	11:42	11:52	12:02	12:12	12:22	12:32	12:42	12:52
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		10:07	10:17	10:28	10:38	10:48	10:58	11:08	11:19	11:29	11:39	11:49	11:59	12:09	12:19	12:29	12:39	12:49	12:59
Reading Town Centre, St Marys Butts (stop CL)	dep	12:42	12:52	13:02	13:12	13:22	13:32	13:42	13:52	14:02	14:12	14:21	14:30	14:39	14:49	14:59	15:09	15:19	15:29
Reading Town Centre, Station Road (Stop SC)	arr	12:45	12:55	13:05	13:15	13:25	13:35	13:45	13:55	14:05	14:15	14:24	14:33	14:42	14:52	15:02	15:12	15:22	15:32
Reading Town Centre, Station Road (Stop SC)	dep	12:50	13:00	13:10	13:20	13:30	13:40	13:50	14:00	14:10	14:20	14:30	14:40	14:50	15:00	15:10	15:20	15:30	15:40
Whitley, Corbridge Road (S-bound)		13:02	13:12	13:22	13:32	13:42	13:52	14:02	14:12	14:22	14:32	14:42	14:52	15:02	15:13	15:23	15:33	15:43	15:53
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		13:09	13:19	13:29	13:39	13:49	13:59	14:09	14:19	14:29	14:39	14:49	14:59	15:09	15:21	15:31	15:41	15:51	16:01
Reading Town Centre, St Marys Butts (stop CL)	dep	15:39	15:49	15:59	16:09	16:22	16:30	16:40	16:50	17:05	17:20	17:35	17:52	18:07	18:21	18:45	19:09	19:28	19:48
Reading Town Centre, Station Road (Stop SC)	arr	15:42	15:52	16:02	16:12	16:25	16:33	16:43	16:53	17:08	17:23	17:38	17:55	18:10	18:24	18:48	19:12	19:31	19:51
Reading Town Centre, Station Road (Stop SC)	dep	15:50	16:00	16:10	16:20	16:30	16:40	16:50	17:00	17:15	17:30	17:45	18:00	18:15	18:35	18:55	19:15	19:35	19:55
Whitley, Corbridge Road (S-bound)		16:03	16:13	16:23	16:33	16:43	16:53	17:03	17:13	17:28	17:43	17:58	18:12	18:27	18:47	19:07	19:27	19:47	20:07
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		16:11	16:21	16:31	16:41	16:51	17:01	17:11	17:21	17:36	17:51	18:06	18:20	18:35	18:55	19:15	19:35	19:55	20:15
Reading Town Centre, St Marys Butts (stop CL)	dep	20:08	20:28	20:48	21:08	21:27	21:47	22:07	22:28	22:45	23:05	23:23		00:38 (ND)	01:38 (ND)	02:38 (ND)		03:38 (ND)	
Reading Town Centre, Station Road (Stop SC)	arr	20:11	20:31	20:51	21:11	21:30	21:50	22:10	22:31	22:48	23:08	23:26		00:41 (ND)	01:41 (ND)	02:41 (ND)		03:41 (ND)	
Reading Town Centre, Station Road (Stop SC)	dep	20:15	20:35	20:55	21:15	21:35	21:55	22:15	22:35	22:55	23:15	23:45		00:45 (ND)	01:45 (ND)	02:45 (ND)		03:45 (ND)	
Whitley, Corbridge Road (S-bound)		20:26	20:46	21:06	21:26	21:46	22:06	22:26	22:46	23:06	23:26	23:52		00:52 (ND)	01:52 (ND)	02:52 (ND)		03:52 (ND)	
Northumberland Avenue Terminus, Northumberland Avenue, Whitley Wood		20:34	20:54	21:14	21:33	21:53	22:13	22:33	22:53	23:13	23:33	23:58		00:58 (ND)	01:58 (ND)	02:58 (ND)		03:58 (ND)	
Whitley Wood, adj 134 Engineers Court	arr												23:59	00:59 (ND)	01:59 (ND)	02:59 (ND)		03:59 (ND)	

Compiled from data for the period Mon 14-Dec-2020 to Sun 20-Dec-2020

Sundays

	Reading Town Centre, St Marys Butts (stop CL)	dep	05:50	06:36	06:48	07:38	08:07	08:37	09:07		09:58	10:10		10:51	11:11	11:31	11:51	12:11	12:31	
	Reading Town Centre, Station Road (Stop SC)	arr	05:52	06:38	06:51	07:41	08:10	08:40	09:10		10:01	10:13		10:54	11:14	11:34	11:54	12:14	12:34	
	Reading Town Centre, Station Road (Stop SC)	dep	04:45	05:55	06:45	07:15	07:45	08:15	08:45	09:15	09:45	10:05	10:25	10:45	11:05	11:25	11:45	12:05	12:25	12:45
	Whitley, Corbridge Road (S-bound)		04:52	06:02	06:52	07:24	07:54	08:25	08:55	09:25	09:55	10:15	10:35	10:55	11:16	11:36	11:56	12:18	12:38	12:58
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood		04:58	06:08	06:58	07:31	08:01	08:33	09:03	09:33	10:03	10:23	10:43	11:03	11:23	11:43	12:03	12:27	12:47	13:07
	Whitley Wood, adj 134 Engineers Court	arr	04:59	06:09																
	Reading Town Centre, St Marys Butts (stop CL)	dep	12:51	13:11	13:31	13:51	14:11	14:39	14:51	15:11	15:31	15:51	16:11	16:31	16:51	17:11	17:28	18:08	18:28	18:55
	Reading Town Centre, Station Road (Stop SC)	arr	12:54	13:14	13:34	13:54	14:14	14:42	14:54	15:14	15:34	15:54	16:14	16:34	16:54	17:14	17:31	18:11	18:31	18:58
	Reading Town Centre, Station Road (Stop SC)	dep	13:05	13:25	13:45	14:05	14:25	14:45	15:05	15:25	15:45	16:05	16:25	16:45	17:05	17:25	17:45	18:15	18:45	19:15
	Whitley, Corbridge Road (S-bound)		13:18	13:38	13:58	14:18	14:38	14:58	15:18	15:38	15:58	16:19	16:39	16:59	17:19	17:39	17:59	18:28	18:56	19:26
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood		13:26	13:46	14:06	14:26	14:46	15:06	15:26	15:46	16:06	16:27	16:47	17:07	17:27	17:47	18:07	18:36	19:04	19:34
	Reading Town Centre, St Marys Butts (stop CL)	dep	19:25	19:55	20:38	21:08	21:53	22:36	23:23	00:37	(ND)	01:37	(ND)	02:37	(ND)	03:37	(ND)			
	Reading Town Centre, Station Road (Stop SC)	arr	19:28	19:58	20:41	21:11	21:56	22:39	23:26	00:40	(ND)	01:40	(ND)	02:40	(ND)	03:40	(ND)			
	Reading Town Centre, Station Road (Stop SC)	dep	19:45	20:15	20:45	21:15	22:00	22:45	23:45	00:45	(ND)	01:45	(ND)	02:45	(ND)	03:45	(ND)			
	Whitley, Corbridge Road (S-bound)		19:56	20:26	20:56	21:26	22:11	22:56	23:52	00:52	(ND)	01:52	(ND)	02:52	(ND)	03:52	(ND)			
Northumberland Avenue Terminus	Northumberland Avenue, Whitley Wood		20:04	20:34	21:04	21:33	22:18	23:03	23:58	00:58	(ND)	01:58	(ND)	02:58	(ND)	03:58	(ND)			
	Whitley Wood, adj 134 Engineers Court	arr							23:59	00:59	(ND)	01:59	(ND)	02:59	(ND)	03:59	(ND)			

Compiled from data for the period Mon 14-Dec-2020 to Sun 20-Dec-2020

Appendix E

Residential TRICS Output

Calculation Reference: AUDIT-152304-201217-1223

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	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	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 175 (units:)
 Range Selected by User: 6 to 184 (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 18/11/19

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	6 days
Thursday	4 days

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

Selected survey types:

Manual count	10 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:

Town Centre	1
Edge of Town Centre	9

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:

Residential Zone	4
Built-Up Zone	5
No Sub Category	1

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

10 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

1 days

15,001 to 20,000

1 days

25,001 to 50,000

8 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

4 days

75,001 to 100,000

1 days

125,001 to 250,000

3 days

250,001 to 500,000

2 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

2 days

1.1 to 1.5

8 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:

Yes

2 days

No

8 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

10 days

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

VECTOS DEAN CLARKE GARDENS EXETER

Licence No: 152304

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CB-03-C-01	BLOCK OF FLATS	CUMBRIA
	KING STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
5	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
6	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
7	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
8	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

VECTOS DEAN CLARKE GARDENS EXETER

Licence No: 152304

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
10	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	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.

VECTOS DEAN CLARKE GARDENS EXETER

Licence No: 152304

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

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	10	84	0.074	10	84	0.370	10	84	0.444
08:00 - 09:00	10	84	0.100	10	84	0.512	10	84	0.612
09:00 - 10:00	10	84	0.124	10	84	0.186	10	84	0.310
10:00 - 11:00	10	84	0.160	10	84	0.186	10	84	0.346
11:00 - 12:00	10	84	0.148	10	84	0.167	10	84	0.315
12:00 - 13:00	10	84	0.229	10	84	0.231	10	84	0.460
13:00 - 14:00	10	84	0.198	10	84	0.183	10	84	0.381
14:00 - 15:00	10	84	0.158	10	84	0.157	10	84	0.315
15:00 - 16:00	10	84	0.254	10	84	0.163	10	84	0.417
16:00 - 17:00	10	84	0.325	10	84	0.162	10	84	0.487
17:00 - 18:00	10	84	0.429	10	84	0.211	10	84	0.640
18:00 - 19:00	10	84	0.468	10	84	0.212	10	84	0.680
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.667			2.740			5.407		

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.

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661