

TECHNICAL NOTE



Lombard House
145 Great Charles Street
Birmingham B3 3LP

0121 794 8390
info@modetransport.co.uk
@mode_transport

modetransport.co.uk

Hadleigh Rise, Reading

Job Number: J325100

Date: 20 October 2020

Client: Paul Darvell

Prepared By: JN / AF

Approved By: BDF

Highways & Transport Statement

1 Introduction

- 1.1 mode transport planning (mode) has been commissioned to provide highways and transport advice in relation to the development of a single dwelling to the west of Hadleigh Rise, Reading.

Figure 1.1: Site Location



- 1.2 This Technical Note (TN) has been produced in order to outline the highways and transport impacts associated with the proposed development. The development proposals have been subject to pre-application discussions (ref: 200891/PREAPP) with Reading Borough Council (RBC), in their capacity as Local Highway Authority (LHA), in which the parameters to be used and scope of assessment have been agreed. An overview of the relevant scoping correspondence is provided in **Appendix A** for reference.

2 Proposed Development

- 2.1 The proposed scheme seeks to deliver a single dwelling situated adjacent to No. 2 Hadleigh Rise, with the frontage of the building facing onto Hadleigh Rise itself, and the dropped kerb access to two off-street parking spaces situated to the rear of the property, from the adjoining road of Kingsway.
- 2.2 The title deed for the plot of land to be developed provides coverage beyond the garden wall of the existing dwelling of No. 2 Hadleigh Rose, to include a grassed area in the vicinity of the priority junction of Hadleigh Rise / Kingsway. An illustrative masterplan providing an overview of the development proposals is attached as **Appendix B**, for reference.

3 Existing Conditions

- 3.1 Hadleigh Rise is a cul-de-sac, c.5.5m wide characterised by residential properties set back from the carriageway, and incidences of on and off-street parking. Immediately east of the site is the priority junction of Hadleigh Rise / Kingsway. Kingsway connects with Caversham Park Road to the north and east of the site, providing access to several residential cul-de-sacs.
- 3.2 The highway network in the immediate vicinity of the site has street lighting, grass verges and intermittent footway provision. Route 4 of the Reading Cycle Network runs approximately 250m north of the site, providing connections towards Caversham Park Village, Hills Meadow and Reading Railway Station. This route also connects with National Cycle Network Routes 4 and 5 to the south of the site, providing further connections north towards Oxford, east towards Maidenhead and west towards Reading and Thatcham.
- 3.3 The site is within an accessible walking distance of several bus stops along Caversham Park Road, which are served by the 23 berry and no. 83 bus services; which provide a half hourly service towards Reading town centre and Reading Railway Station, with a journey time of c. 27 minutes.
- 3.4 Reading Railway Station is situated c. 3km southwest of the site, and is a major local and national interchange. The station is situated on the Great Western Main Line and North Downs Line, and is served by regular connections to London Paddington, Waterloo, Slough, Guildford, Oxford and Wokingham. The station offers 1,275 car parking spaces and 344 secure, sheltered cycle parking spaces.

4 Traffic Impact

- 4.1 In order to determine the likely traffic impact of the proposed development, trip rates were sourced from the TRICS (V 7.7.2) database, utilising sites of similar geographic setting and scale in the Residential / Houses Privately Owned Category (03/A) land use category. Full TRICS search outputs are included as **Appendix C**, for reference.

4.2 Utilising data obtained from the TRICS database, forecast two-way vehicle trips for the morning (08:00 – 09:00) and afternoon (17:00 – 18:00) peak periods amounted to 0.666 and 0.444 respectively, with a daily two-way trip rate of 5.957. The development of a single dwelling is therefore forecast to result in a maximum of one two-way vehicle trip in the morning and afternoon peak periods respectively, with a total of 6 daily two-way trips. This increase in traffic is considered to be negligible in context to the existing situation along Hadleigh Rise / Kingsway, and would likely be accounted for within the daily variation in traffic, for example by three visitors to the existing residential dwellings.

5 Highway Safety

5.1 An overview of the study area examined as part of the assessment is provided in **Figure 5.1**, for reference.

Figure 5.1: Collision Study Area Extent



5.2 Planning Practice Guidance (2014) published by the Ministry of Housing Communities and Local Government (2014) recommends that the most recently obtainable three-year period of collision data should be considered, unless a high collision rate is identified.

5.3 In order to provide a robust assessment of highway safety in the vicinity of the site, a review of the recorded collision data from CrashMap for the most recently obtainable five-year period has been undertaken. This

data is approved by the National Statistics Authority (NSA) and reported on by the Department for Transport (DfT) annually.

- 5.4 The data indicates that not a single collision has been recorded in the last 5 years along Hadleigh Rise or Kingsway. In light of this there are not considered to be any inherent highway safety issues on the highway network adjacent to the site which would likely be exacerbated by the proposed development of a single dwelling at the site.

6 Parking

- 6.1 Car parking standards for new developments are contained within the Revised Parking Standards and Design Supplementary Planning Document (SPD) adopted by RBC in 2011 as part of the Local Development Framework.
- 6.2 The parking standards include different standards in four different zones according to the accessibility of those zones. The site is situated in Zone 3, which is characterised as typically being within 400m of a bus stop served by high frequency, high quality bus services. For a C3 Dwelling House (3 bed), in Zone 3, the SPD specifies a maximum car parking provision of 2 spaces. As set out within the illustrative masterplan, the proposed dwelling will provide 2 off-road parking spaces with access from Kingsway. In accordance with the pre-application comments received from RBC, the parking spaces will be at least 2.4m wide and 4.8m in length.
- 6.3 In regard to cycle parking, the SPD specifies a minimum cycle parking provision of 2 spaces for C3 Dwelling Houses (3 bed) in all Zones (1-4). For residential dwellings, this can be provided within the curtilage of the property, for example in a store or garage. The proposed development will provide secure parking for two bicycles adjacent to the car parking spaces, and will therefore be in accordance with the relevant standards set out within the SPD.

7 Access

- 7.1 The proposed scheme seeks to deliver a single dwelling situated adjacent to No. 2 Hadleigh Rise, with the frontage of the building facing onto Hadleigh Rise itself, and the dropped kerb access to two off-street parking spaces situated to the rear of the property, from Kingsway.
- 7.2 The proposed development will be accessed via a new c. 3.5m wide dropped kerb vehicle crossover off Kingsway, c.15m northwest of the junction of Kingsway / Hadleigh Rose. An overview of the proposed dropped kerb vehicle crossover arrangement is provided in the illustrative masterplan, attached as **Appendix B**, for reference.
- 7.3 Pedestrian access will be provided to the property's frontage along Hadleigh Rise. A footway will also be provided from the property's frontage to the off-road parking spaces via a side access adjacent to the dwelling.

8 Hadleigh Rise / Kingsway Junction

- 8.1 The Hadleigh Rise / Kingsway priority junction is situated c.15m southeast of the proposed new dropped kerb vehicle crossover which will serve the site. It is not considered that the addition of a single dwelling

would likely give rise to conditions detrimental to highway safety. Nonetheless, on account of the location of the proposed dwelling, to the northwest of the junction, a review of the visibility splay from the Hadleigh Rise / Kingsway junction in the direction of the site has been undertaken.

- 8.2 Typically, speed data would be reviewed along the junction's frontage, to help inform visibility requirements. In this regard, the current COVID-19 pandemic is having a profound impact on the amount of travel currently being undertaken in the UK. As a result travel patterns have become more 'irregular', therefore it is not considered appropriate to obtain any new survey data, until travel patterns have returned to normal.
- 8.3 In the absence of attainable data, the visibility at the junction has been reviewed for a design speed of 20mph, which in accordance with Manual for Streets (MfS), is typical for this type of minor residential street. In accordance with MfS2, this equates a required visibility splay of 25m from the minor arm, at a standard 2.4m setback from the give-way line.
- 8.4 The visibility assessment shown in **Drawing No. J32-5100-PS-001**, attached as **Appendix D**, indicates that the proposed development will not impede the northwest visibility splay of 2.4 x 25m at the junction. In light of the above, it is not considered that the proposed development will have a material impact on the operation of the Hadleigh Rise / Kingsway junction.

9 Review & Conclusion

- 9.1 The proposed scheme seeks to deliver a single dwelling situated adjacent to No. 2 Hadleigh Rise, with the frontage of the building facing onto Hadleigh Rise itself, and the dropped kerb access to two off-street parking spaces situated to the rear of the property, from Kingsway.
- 9.2 The development proposals have been subject to pre-application discussions (ref: 200891/PREAPP) with RBC, in their capacity as LHA, in which the parameters to be used and scope of assessment have been agreed.
- 9.3 In order to determine the likely traffic impact of the proposed development, trip rates were sourced from the TRICS (V 7.7.2) database. The development of a single dwelling is likely to result in less than one additional vehicle trip during the respective AM and PM peak periods, and approximately 6 two-way vehicle trips on a daily basis.
- 9.4 A review of highway safety in the vicinity of the site has been undertaken using recorded collision data from CrashMap, for the most recently obtainable five-year period. The data indicates that not a single collision has been recorded in the last 5 years along Hadleigh Rise or Kingsway. In light of this there are not considered to be any inherent highway safety issues on the highway network adjacent to the site which would likely be exacerbated by the proposed development of a single dwelling at the site.
- 9.5 In accordance with the standards specified by RBC in their Revised Parking Standards and Design SPD, the proposed development will provide two off-street car parking spaces and two secure cycle parking spaces.
- 9.6 A review of the visibility splays from the Hadleigh Rise / Kingsway has been undertaken, which has indicated that the proposed development will not impede the required visibility splay at the junction. It is

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not therefore considered that the additional of a single dwelling would have a material impact on the operation of the Hadleigh Rise / Kingsway junction.

- 9.7 On this basis of the information presented in this TN it is concluded that the proposed development will not have a significant impact on the operation or safety of the surrounding highway network, therefore in accordance with Para. 109 of the NPPF, the proposal should be considered acceptable on transport and highway grounds.

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Appendix A – Scoping Correspondence



Mr Paul Darvell
67 East Park Farm Drive
Charvil
Berkshire
RG10 9UG

Frances Martin

Executive Director for Economic
Growth & Neighbourhood Services

Civic Centre, Reading, RG1 7AE
☎ 0118 9373787

Our Ref: 200891/PREAPP
Direct: ☎ 0118 937 4729
e-mail:
Anthony.scholes@reading.gov.uk

20th August 2020

Your contact is: Anthony Scholes, Planning & Building Control

Dear Mr Hay,

Re: 200891/PREAPP - 2 Hadleigh Rise - Pre-application advice for proposed erection of single dwelling house

WITHOUT PREJUDICE

Please accept my apologies for any delay in this pre-application response. Please be advised the following comments are the informal opinion of an Officer and without prejudice to any decision that may be made should an application be submitted.

1. Site description

This pre-application enquiry relates to the house and land associated with 2 Hadleigh Rise at the junction of the Kingsway.

2. Proposal

The enquiry relates to the subdivision of the plot to provide a separate single detached dwelling within the currently enclosed side garden of no.2 Hadleigh Rise. The proposal also includes creation of a new access, and parking.

3. Relevant Planning History

None applicable.

4. Relevant Policies

Any application at the site would be considered within the context of the Council's adopted Reading Borough Local Plan (Nov. 2019). Supplementary Planning Guidance and Documents would also be applied where relevant, together with national guidance (the NPPF).

Accordingly, the National Planning Policy Framework and the following development plan policies and supplementary planning guidance are relevant:

Reading Borough Local Plan (RBLP, 2019)

CC1 Presumption in favour of sustainable development
CC2 Sustainable design and construction
CC3 Adaptation to climate change
CC5 Waste minimisation and storage
CC6 Accessibility and the intensity of development
CC7 Design and the public realm
CC8 Safeguarding amenity
CC9 Securing Infrastructure
EN10 Access to open space
EN12 Biodiversity and the green network
EN14 Trees, hedges and woodlands
H1 Provision of housing
H2 Density and mix
H3 Affordable housing
H5 Standards for new housing
H8 Residential conversions
H10 Private and communal outdoor space
H11 Development of private residential gardens
TR1 Achieving the transport strategy
TR3 Access, traffic and highway related matters
TR5 Car and cycle parking and electric vehicle charging

Supplementary Planning Documents

Sustainable Design and Construction SPD 2019
Revised Parking Standards and Design SPD 2011
Affordable Housing SPD 2013
Planning Obligations Under S106 SPD 2015

5. Appraisal

The main issues to be considered are:

- a) Principle of development
- b) Design and character and the appearance of the area
- c) Residential amenity
- d) Transport matters
- e) Tree matters
- f) Affordable housing
- g) Other matters

a) Principle of development

The NPPF (para. 117) states that “*Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land*”. The NPPF definition of ‘previously developed land’ excludes private residential gardens.

Therefore, it is clear that the priority for development should be on previously developed land, in particular vacant and derelict sites and buildings. However, that does not mean that the development of private residential garden land is unacceptable in principle, rather that previously developed land should be the first choice for housing development.

The Council's local plan policy H11 Development of Private Residential Gardens requires that new residential development that involves land within the curtilage of private residential gardens will be acceptable where:

- 1) The proposal makes a positive contribution to the character of the area in terms of:
 - The relationship of the existing built form and spaces around buildings within the surrounding area;
 - A layout which integrates with the surrounding area with regard to the built up coverage of each plot, building line(s), rhythm of plot frontages, parking areas, and existing pattern of openings and boundary treatments on the site frontage;
 - Providing appropriate hard and soft landscaping, particularly at site boundaries. This includes features such as the variety of trees, hardstanding/lawns and hedges, etc;
 - Compatibility with the general building height within the surrounding area;
 - The materials and elevational detail. These should be high quality, and where appropriate distinctive and/ or complementary;
 - The arrangement of doors, windows and other principal architectural features and their rhythm between buildings.
- 2) The application site provides a site of adequate size and dimensions to accommodate the development proposed in terms of the setting and spacing around buildings, amenity space, landscaping and space for access roads and parking;
- 3) The proposal includes access, which meets appropriate highway standards;
- 4) The proposal does not lead to tandem development;
- 5) The design and layout minimises exposure of existing private boundaries to public areas, and avoids the need for additional physical security measures;
- 6) The proposal does not cause a significant detrimental impact to the amenity of adjacent and nearby occupants;
- 7) The emphasis is on the provision of family-sized housing;
- 8) The development provides biodiversity net gain wherever possible, and would not have an adverse impact on biodiversity in terms of the fragmentation of blocks of gardens, which as a unit or in association with adjacent green space are deemed to make an important contribution to biodiversity and contribute to the green network; and
- 9) The proposal does not prejudice the satisfactory development of a wider area.

Whilst redeveloping private residential gardens in themselves could be acceptable in principle, this would be subject to meeting criteria within this policy and other material considerations.

b) Design and the character and appearance of the area

The surrounding houses in the immediate area on Hadleigh Rise and Kingsway are predominantly semi-detached or terraced dwellings with a uniform design and appearance. These surrounding dwellings are all two storey, of a similar width and bulk, and have matching shallow pitched gable ended roofs with a single, consistent ridgeline. Furthermore most dwellings have similar integral front garage/porch structures, matching fenestration. As such, the street scene has certain uniformity.

The pre-application site specifically relates to the side garden of a semi-detached dwelling currently enclosed by a approximately 2m high brick wall, the plot also includes a part of un-enclosed land which is grassed and contains a mature tree.

The proposal, by virtue of it being a single detached property would not specifically be matching the existing character of the area which is predominantly semi-detached properties. The large side garden, and open space which forms a valuable break within the densely developed area.

In terms of the proposal, the development appears to be of a similar size and depth, including the spacing around buildings, to the prevailing built form along Hadleigh Rise. The existing building line is staggered and follows the curves of the road along Hadleigh Rise. There is no distinct or specific building line, and the proposed setback from the building line at no.2 is considered minor and reflective of the corner location. In terms of landscaping, the proposal does not detail what is proposed to the front or side, but appears not to change the boundary treatments on the site. However, this would conflict with the parking and access requirements as such and full details should be provided at the time of any application. Any encroachment of the private residential garden in to the open grassed area along the Kingsway would be resisted, and due care should be taken to minimise the amount on impemeable hardstanding on the site.

In terms of the proposed dwelling, the overall height and dimensions appear to be similar to that of the surrounding area, and a streetscene plan should be provided for any future application. The surrounding area includes a large number of integral ground floor garages which provide one enclosed carparking space, and minimise as much as possible the need for extensive hardstanding on-site. The proposal would include no integral garage, and would require the entire frontage to be given to carparking removing any opportunity for soft landscaping within the frontage of the site. Although a large number of properties have extensive hardstanding within the area, the current site, due to its constrained nature, and prominent corner location would by virtue of providing extensive hardstanding and dropped kerb result in harm to the existing 'softened' appearance of the corner, and should be revised. The distinctive size and appearance of the front porches and garages is an important feature of the area, and the development by providing a small porch canopy would be an inconsistent architectural detailing and should be revised to be of a more consistent design.

In terms of carparking and areas to the front, the design has not been considered in the context of the site, and has been placed both over the top of an existing street sign, and over land which is under the control of highways (see below extract from highways mapping). The dropped kerb would also sprawl around the corner of the site, and it has not been demonstrated that this access would be safe given that it appears to give right of way onto Kingsway rather than Hadleigh Rise.

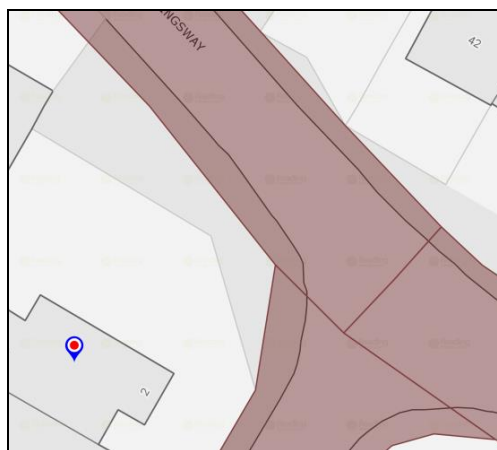


Figure 1 - Highways land designation map (extract)

Overall, the design appears to be able to provide an appropriately sized dwelling on a plot commensurate with the area. However, there appears to be a number of errors, which would require alteration/ amendment, and which may fundamentally affect being able to provide such a proposal on this site. All above matters should be carefully considered when considering any future application.

In addition, the proposal appears to indicate that 2 carparking spaces are to be provided in front of the retained no.2 Hadleigh Rise. The car parking would be located so as to constrict access to the front door of the existing property, and the need for the additional parking resulting in an increase of hardstanding where there is an existing integral garage is not clear. The development would be required to demonstrate appropriately sized and accessible parking for no.2. Policies

c) Residential amenity

Policy CC8 of the RBLP includes requirements for all development to not cause any detrimental impact on the living environment of existing and proposed residential properties, including privacy, visual dominance, sunlight/daylight, outlook, noise and disturbance (full list within the policy documents).

Due to the orientation of the site in relation to the surrounding dwelling it would not appear that there would be any potential impact upon any dwellings in terms of: daylight/sunlight; overbearing impacts; overlooking/privacy concerns; harm to outlook; or noise and disturbance. As such, it is likely that the development would be acceptable in this regard.

d) Transport matters

The proposed site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities.

In accordance with the adopted Parking Standards and Design SPD the proposed dwelling would be required to 2 x off road parking spaces whilst retaining existing provision for No2. Submitted plans illustrate 2 off road parking spaces fronting Hadleigh Rise for the new dwelling.

A new access is proposed, therefore in line with manual for streets visibility splays of 2.4m x 43m will be required. Parking spaces should be a have a minimum dimension of at least 2.4m wide and 4.8m length, this is a minimum requirement and a greater distance/depth will be required to allow access to property access/doorways. Bin storage should not be positioned in a way which would reduce the size of the driveway. Any vehicle crossing should be a minimum distance of 10m away from a junction. The applicant should also be advised that a license must be obtained from the Council's Highways section before any works are carried-out on any footway, carriageway, verge, or other land forming part of the public highway to agree the access construction details.

Water run-off from private property onto the public highway is not permitted. An appropriate method of drainage needs to be provided within the property curtilage including the use of suitable permeable surfacing materials

Street furniture (e.g. sign posts,) should be a minimum distance of 1.0m from a vehicle crossing (top of transition kerb) to reduce risk of damage from turning vehicles. Note: where it is considered feasible/agreed by the Council to relocate/reposition street furniture/utility

equipment so as not to impede a vehicle crossing, all costs associated with such work to be charged to the applicant.

In accordance with the adopted Parking SPD, the development is required to provide a minimum of 2 cycle parking spaces for the new dwelling, in a development of this nature a secure garden shed would be deemed acceptable.

The Council's Local Plan was adopted in November 2019 and this includes a requirement at Policy TR5 for each new house to be provided with an electric charging point, this will need to be illustrated on submitted plans if a full application is submitted.

Above is an extract from RBC's mapping which shows the extent of the public highway which includes grass verge areas which are in place around the site. No part of the development should encroach on any part of the public highway.

There is a tree located near the property boundary which fronts Kingsway. The tree officer will need to be consulted with regards to damage to the tree and tree roots.

The applicant should ensure that the refuse storage provisions comply with the Council's Waste Management Guidance. Policies TR1, TR3 and TR5 are relevant.

e) Tree Matters

The site contains a mature tree within the grassed area outside of the current enclosed garden area, but within private ownership. No. 2 Hadleigh Rise is located in a quadrant of the Borough identified as having 'low' tree canopy cover of 10% or less and it would therefore, be expected that the proposal would include new tree planting in order to enhance local tree cover in accordance with Policy EN12 of the RBLP and the Council's Tree Strategy. It is possible that new tree(s) could be incorporated into the amenity verge adjacent to the property subject to the necessary consents and licencing.

f) Affordable housing

Policy H3 (Affordable Housing) of the RBLP would apply to the current proposal and would be liable for affordable housing. The applicant would be required to provide 3 independent valuations for the proposed development to enable the calculation of the relevant contribution. More detail is included within the Council's Affordable Housing SPD (2013):

<http://www.reading.gov.uk/media/1063/Affordable-Housing-Supplementary-Planning-Documents-Adopted-July-2013/pdf/Affordable-Housing-Supplementary-Planning-DocumentsJul13.pdf>

Should the applicant contend that the development would not be viable with the above contribution, a viability assessment would be required to evidence this, which would be subject to review by the Council's Valuations team during the course of the application (there would be a separate fee - see our pre-application guidance for the fees). Please see the validation requirements for more details about the type and nature of information required at application stage regarding affordable housing / viability - all such information would be required in advance of the validation of any application at the site.

g) Other matters

Sustainability and design

In accordance with Policy H5 the proposed scheme would be required to be designed and constructed to meet the improved dwelling emissions rate, and water efficiency standards. The development would also be required to be accessible in line with M4(2) of the Building Regulations (unless built in line with M4(3)).

Community Infrastructure Levy (CIL)

Should the proposal be CIL liable, the amount to be charged is non-negotiable. You will be required to submit a completed CIL form at the time of any application.

6. Procedural points

Submitting a valid application - Prior to the submission of any future application you are advised to consider the Council's validation checklist ([available via the website](#)), which provides details as to the level and nature of information required to validate an application. The determination period for the Council to consider your application will only begin once all the necessary information to validate the application has been received.

As per the local planning authority validation requirements (2015), the following information would be required for an application of the type proposed:

Part 1: Mandatory national information requirements (Forms, Ownership certificates/declaration/ site plan, block plan, fee, CIL form, Design and Access Statement, SUDS)

Part 2:

- Item 1: Affordable Housing Statement
- Item 6: Energy efficiency statement (SAP assessment)
- Item 11: Heads of Terms Proposals - s106 Legal Agreements (Affordable housing)
- Item 13: Landscape Principles (as above)
- Item 14: Materials Details (schedule of materials)
- Item 18: Plans and Drawings
- (i) In addition to the mandatory information, a streetscene should be provided
- (ii) Floor plans to evidence the stated CIL floorspace figures
- (iii) No paper plans are currently being accepted by the LPA
- Item 25: Vehicle (Car & Cycle (and electric vehicle)) Parking and Servicing (including waste storage and collection) Details
- Item 27: Viability Appraisal (Including fee, if seeking to provide less than 10% affordable contribution)

7. Conclusion

In my opinion, the proposed development as shown would not be capable of being accommodated within the site, and the detailing of the proposed development would not be consistent with the prevailing character and appearance of the area. The development should ensure that all aspects of the development are capable of being accommodated within the site and accurately show the highways land etc. when considering a future planning application. It does appear that an appropriately designed dwelling may be capable of fitting within the site, however it may result in a reduction in overall internal floor area to accommodate appropriate architectural elements and on-site car parking provision. Any changes to the existing frontage or building at no.2 should also be carefully considered.

This advice is given on a without-prejudice basis. This advice is in good faith and will not override the formal consideration of a planning application by the Council. The responses received from consultees may also affect the decision period if matters are raised which were not addressed at pre-application stage or require consideration before a decision is made.

If you wish to discuss the contents of this letter, please contact me on the number given above.

Yours Sincerely,


AA

Anthony Scholes
Senior Planning Officer

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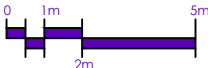
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Appendix B – Illustrative Masterplan

This drawing is the copyright of Tomes Architects and may not be copied, altered, or reproduced in any way, or be shown to third party without our written authority.
All dimensions are to be checked on site before construction begins. Any discrepancies should be reported to the project manager immediately.



rev G 15/10/2020 Planting amended
rev F 02/10/2020 Path widened
rev E 29/09/2020 Path to rear amended
rev D 29/09/2020 Path to rear added
rev C 24/09/2020 General Update
rev B 22/09/2020 Parking moved to rear
rev A 06/07/2020 Pre-app update

tomesarchitects
architecture + project management

the old rectory, 108 london road, witley, hampshire, po7 5sa
tel: 023 9309 2307 email: info@tomesarchitects.co.uk

project	2 Hadleigh Rise Reading	date	25 May 2020
drawing	Block Plan	scale	1:200@A3
drawing no.	C3393-2	revision	G



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Appendix C – TRICS Search Outputs

Calculation Reference: AUDIT-754101-200929-0920

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: 7 to 10 (units:)
 Range Selected by User: 1 to 10 (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 22/09/17

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	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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	3
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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

3 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 1 mile:

10,001 to 15,000

1 days

15,001 to 20,000

1 days

20,001 to 25,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

50,001 to 75,000

1 days

75,001 to 100,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

3 days

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

Travel Plan:

No

3 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

3 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
2	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
3	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	9	0.148	3	9	0.407	3	9	0.555
08:00 - 09:00	3	9	0.222	3	9	0.444	3	9	0.666
09:00 - 10:00	3	9	0.148	3	9	0.333	3	9	0.481
10:00 - 11:00	3	9	0.222	3	9	0.148	3	9	0.370
11:00 - 12:00	3	9	0.074	3	9	0.185	3	9	0.259
12:00 - 13:00	3	9	0.407	3	9	0.333	3	9	0.740
13:00 - 14:00	3	9	0.296	3	9	0.333	3	9	0.629
14:00 - 15:00	3	9	0.222	3	9	0.222	3	9	0.444
15:00 - 16:00	3	9	0.333	3	9	0.111	3	9	0.444
16:00 - 17:00	3	9	0.370	3	9	0.333	3	9	0.703
17:00 - 18:00	3	9	0.333	3	9	0.111	3	9	0.444
18:00 - 19:00	3	9	0.111	3	9	0.111	3	9	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.886			3.071			5.957

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.

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Parameter summary

Trip rate parameter range selected:	7 - 10 (units:)
Survey date range:	01/01/12 - 22/09/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

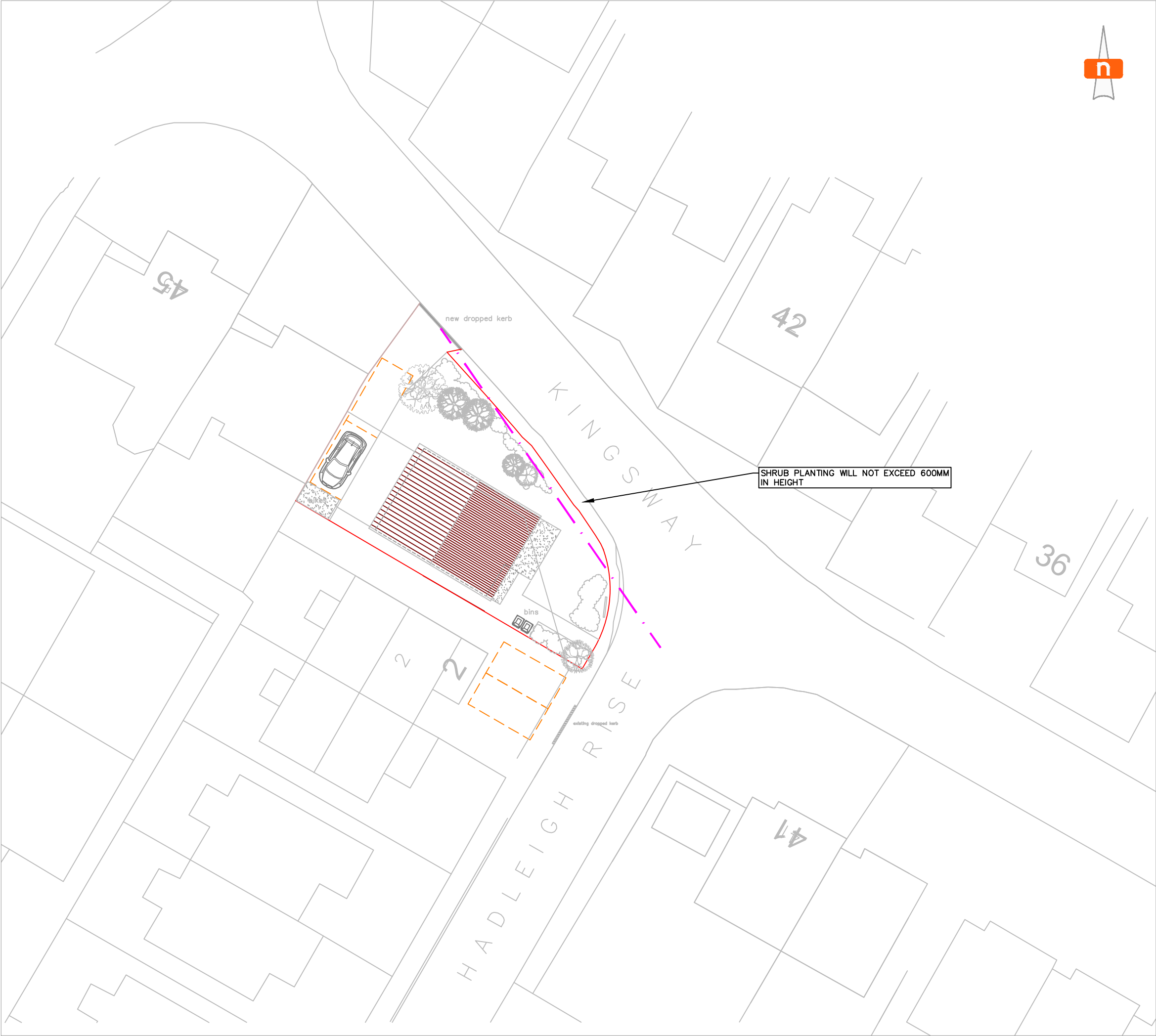
Technical Note

Hadleigh Rise, Reading

Highways & Transport Statement



Appendix D – Visibility Splay



- NOTE;
1. THIS DRAWING IS BASED UPON DRAWING NUMBER C3393-1B (C3393 ISSUE 5) BY TOMES ARCHITECT.
 2. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
 3. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'
 4. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 5. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE. KEY:
- VISIBILITY SPLAY 2.4m x 25m (20mph)
(VISIBILITY SPLAYS ARE BASED UPON M15 STANDARDS)

A	19.10.2020	REVISED LAYOUT
—	12.10.2020	INITIAL ISSUE
REV	DATE	REMARKS

CLIENT

MR PAUL DARVELL

JOB TITLE

HADLEIGH RISE

DRAWING TITLE

VISIBILITY SPLAYS (20 mph)

DRAWING NO.

J32-5100-PS-004A

DRAWN	OCT '20	CHECKED	JN
CREATED	FA	SCALE	1:250 @A3

mode transport
planning
LOMBARD HOUSE
145 GREAT CHARLES STREET
BIRMINGHAM
B3 3LP

T 0121 794 8390
E INFO@MODETRANSPORT.CO.UK
W WWW.MODETRANSPORT.CO.UK



transport planning