

Project Reading Metropolitan
LPA ref 182252
From Francesca Whitfield/Adrian Cole
Date 19 July 2019

Transport Addendum

Project No. 23061101

Background

1. Hermes Property Unit Trust submitted an outline planning application in December 2019 for redevelopment of the Reading Metropolitan site.
2. On 20 June 2019, Reading Borough Council's (RBC's) Transport Development Control Group provided their response on the application. These are shown in Table 1 of this note, alongside the applicant's response. Further information/clarification has been provided where requested by RBC.

Next Steps

3. Based upon the information contained in Table 1, it is considered that all the comments raised by the RBC Transport Development Control Group have now been satisfactorily addressed.

Table 1: Response to comments raised by Reading Borough Council's Transport Development Control Group

Topic	RBC Comment	Response
Transport Comments	It is noted that the proposal includes changes to the land located adjacent to the railway line however the land in question is not included within either the red or blue line. Given that this land would be an essential part of the carriageway that runs along the railway line this must be included within the red line.	The red line does not extend to the land located adjacent to the railway line, however the Proposed Development has rights of access over this area of land.
Pedestrian Links	The Councils adopted Policies requires improved pedestrian links between the Town Centre Area and to the north via Christchurch Bridge. The internal site layout includes the provision of an uncontrolled pedestrian crossing, however to promote the north / south link this should be provided as a controlled crossing i.e. a tiger crossing to help promote walking and cycling.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7) located in Appendix A , which now shows the tiger crossing.

Topic	RBC Comment	Response
	It is however noted that planting is proposed along the Caversham Road footway a section of which is a shared footway cycle way, it is acknowledged that the building line is being set back a minimum of 6.3m from the kerb edge but the provision of planting within the Highway is likely to result in obstruction to pedestrians. Any trees adjacent to the kerb edge are likely to result in conflict with vehicles travelling along Caversham Road and therefore would not be acceptable. Overall the location of the trees should be revised so that they are positioned within the development site and not on the Public highway.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7), located in Appendix A. It is not intended to provide any tree planting within the existing public highway on Caversham Road. In addition, it is not proposed to dedicate any further land on Caversham Road as public highway.
	Submitted plans also illustrate doors opening outwards however this is not in accordance with Section 153 of the Highways Act 1980. Revised drawings should therefore be submitted that illustrate all external doors to open inwards.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7), located in Appendix A .
	Pedestrian ramps are provided from ground floor level to the podium amenity areas, it should be confirmed on the drawings that these comply with Inclusive Mobility in terms of gradients.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7), located in Appendix A. All ramps used by pedestrians will be no steeper than 1:20.
	The internal footways in particular the north south internal route has trees located within the footway, however these are positioned in the centre of a 2m footway and therefore would cause an obstruction. A plan should be submitted that illustrates trees either at the front or back of the footway. It should also be noted that any trees located to the front of the footway should not have a canopy that will result in conflict with vehicles.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7), located in Appendix A . This drawing shows the trees located to the front of the footway.
Cycle Links	There is a cycle hire scheme currently located to the north of the station building and this should be retained. The cycle hire docking stations can be relocated but revised plans should be submitted that identify their relocated position.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7), located in Appendix A . This shows the alternative locations for the existing cycle hire docking stations.

Topic	RBC Comment	Response
	A signalised pedestrian crossing is located on Caversham Road adjacent to the site south of Northfield Road, the proposals include an upgrade the current pedestrian crossing to include signal-controlled crossings for cyclists. The principle of this is deemed acceptable given that this will improve access to the north and west for cyclists. However, the design is not accepted by the Council as it results in signaling Northfield Road and is likely to result in a greater red time for vehicles resulting in further queuing back to the Caversham Road / Vastern Road Roundabout junction. A revised junction design is therefore required.	Please refer to updated Steer Drawing 23061101-SDG-HGN-100-DR-D-01008 Sheet 7 located in Appendix B. This shows a revised junction design which does not require signalisation of the Northfield Road junction.
	The proposal includes a cycle route at the western boundary linking to the signalized crossing on Caversham Road however to ensure that the proposal provides joined up connections with the existing cycle network a dedicated east – west cycle link through the site should be provided that connects Caversham Road with the crossing facility within the site that provides the north – south link.	We are satisfied that the low volume of expected traffic and associated speeds does not require dedicated provision for cyclists within the site apart from the contra-flow lane at the western end.
Site Access	The western access was previously the subject of a safety audit given the close proximity to the access to the adjacent site, given that the junction design has not altered, the flows generated by the development and the surrounding Highway flows have reduced I am happy that another safety audit at this stage would be required. If the application were to be implemented further safety audits would be required in accordance with National Guidance.	We have read this comment as “would <i>not</i> be required”. A Stage 2 safety audit would be undertaken at detailed design stage.
	Tracking diagrams have been submitted that confirm that vehicles will be able to enter and exit the site in forward gear and this is deemed acceptable in principle. However, no tracking diagrams have been submitted illustrating vehicles entering and exiting the application site from either point. These should be included to ensure that the access design is appropriate. The requirement for further tracking is also discussed within the servicing section.	Please refer to Steer Drawing 23061101-SDG-HGN-100-DR-D-01008, located in Appendix B, which shows various tracking manoeuvres.

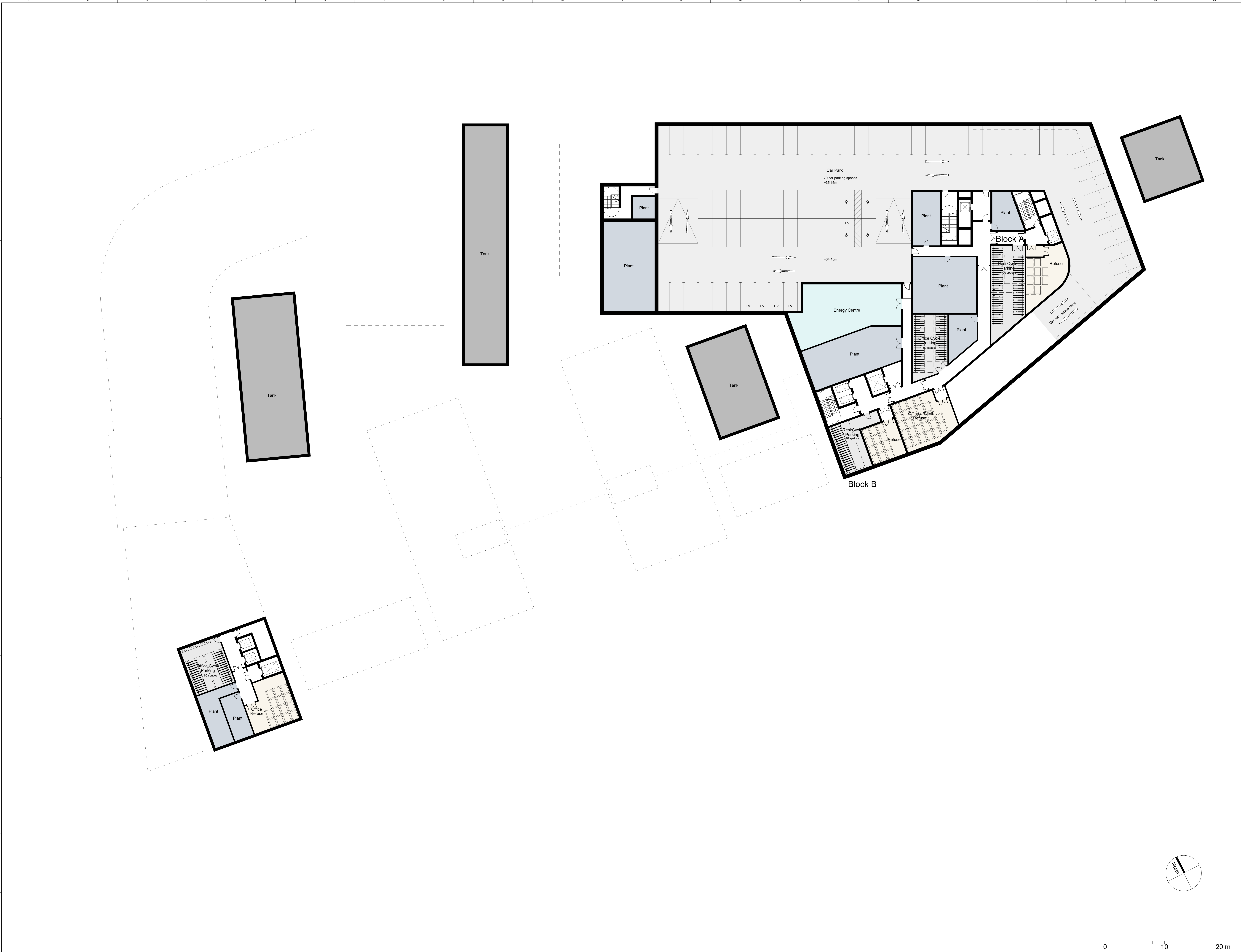
Topic	RBC Comment	Response
	It was identified at the pre-application stage that conflict could occur at the eastern boundary of the site and the service area for the adjacent retail park, located to the north. It was requested that the Transport Assessment should provide a detailed review of the visibility associated with the proposed Trooper Potts Way access and the service road. This has not been undertaken and the trip rate assessment to date (see below) does not confirm that the proposed trip generation would be less than that previously generated by the existing use on the site.	Please see Appendix C. As RBC accepted this arrangement for the previously consented use, we consider the appropriate test is to compare the traffic generated by the current proposals as it exits the eastbound access with that generated by the previously consented scheme. On that basis, Appendix C demonstrates that there will be less traffic generated by the current proposals and therefore the proposed arrangements are acceptable.
	The internal road running north to south is only 4.5m in width, given that this is to accommodate service and refuse vehicles this must be a minimum of 4.8m in width in accordance with manual for Streets. The gradient to the basement car park should also be stipulated to confirm that it meets with standards.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7), located in Appendix A . The road width has increased to 4.8m.
	An existing access currently exists to the south west corner of the site and this is to be retained as an access to Network Rail but will be restricted access through bollard control. It should therefore be confirmed what the exact use of this access will be and what type of vehicle will utilize the access. The set back of the bollards should ensure that vehicles waiting to access the site are not protruding onto the footway.	Access to this road from Caversham Road will only be provided to Network Rail vehicles as and when required. Please refer to the swept path (drawing ref 23061101-SDG-HGN-100-DR-D-01008 Sheet 2) in Appendix B. This demonstrates that vehicles with a length of up to 8m are able to wait for entry without obstructing pedestrian movement. Furthermore, vehicles with a length of up to 10m can wait for entry without obstructing vehicles using the nearside southbound land on Caversham Road. We do not expect vehicles above 10m to use the Network Rail access point.
Trip Rate & Traffic Assessment	The proposed development has been assessed against the 2011 application however as was stated at the pre-application stage the development should be assessed against the existing use on the site and therefore a revised assessment is required.	Comparison to the existing use on the site was provided in paragraph 5.40 in the Transport Assessment. The lawful existing use is estimated to generate approximately 34 two-way trips in the AM peak hour and 46 in the PM peak hour.
	The TRICS data that has been submitted has been deemed acceptable and therefore accurately assesses the proposed trip generation apart from that relating to the Health Care / Community Centre use. The trip rates used do not comply with the TRICS Good User Guide as they include survey data for both a weekday and weekend as well as assessing sites that are not town centre locations.	The trip generation for the D1 use has been updated, resulting in a net reduction of trips compared to the figures provided in the Transport Assessment. Please refer to Appendix C for full details.

Topic	RBC Comment	Response
Parking	The parking layout is generally acceptable however there are 5 bays within the basement to the north of the energy centre that are not provided with the required 6m forecourt depth. A revised drawing is required ensuring that are parking spaces are to the correct layout requirements.	Please refer to the updated basement layout plan in Appendix A . (TP Bennett Drawing A11113 C 2 099 Revision P4).
	Eight disabled parking spaces are available on the Site. Although the TA stipulates two being located at basement level and are designated for residential use the submitted plans identify four spaces. The TA also stipulates that six disabled bays at located at street level on Metropolitan Road and The Avenue, however the submitted plans only identify where one of these spaces would be located. It should be noted that disabled bays should be located as close to and within easy access to where they wish to go, the locations should therefore be thoughtfully positioned. Revised plans should be submitted to clarify this.	Please refer to the updated basement layout plan in Appendix A . (TP Bennett Drawing A11113 C 2 099 Revision P4).
	Electric charging points have not been included within the proposed development but as specified during the pre-application discussions charging points should be provided at a provision of 10% of the proposed car parking numbers. This is in line with the emerging Local Plan. Revised drawings should be submitted illustrating the proposed locations.	Please refer to the updated layout plans in Appendix A . (TP Bennett Drawing A11113 C 2 099 Revision P4 and C 2 100 Rev P7).
	It is acknowledged that the residential units will be provided with 620 cycle parking spaces within the confines of the site and the number of spaces per block will be provided as per Table 4.5 below (taken from the TA), however it should be confirmed how many units will be provided per block to ensure each block is provided with adequate provision.	Please refer to Appendix D , which demonstrates that the proposed cycle parking provision exceeds the minima required by RBC.
	A revised drawing should also be submitted illustrating exactly how many cycle spaces will be provided within each cycle store.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7), located in Appendix A .

Topic	RBC Comment	Response
	It has been stated that retail tenants will be expected to provide long-stay cycle parking storage for staff members within the floorspace of their unit and that at this stage, cycle parking requirements for retail uses are not included in the total cycle parking calculation. However, the Councils cycle parking standards specifies minimum standards for retail uses and therefore staff cycle parking must be incorporated into the development. This is also the case for the D1 use which also has minimum requirements for cycle parking. Revised plans should therefore be submitted illustrating cycle parking for the retail and D1 units. Short-stay cycle parking spaces will be provided on-street throughout the Site, with exact locations to be determined. However, the locations of this cycle parking must be agreed at an early stage to ensure that the access arrangements around the development are acceptable.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7), located in Appendix A.
Servicing	Swept path analyses has been undertaken and included within the TA for a delivery vehicle and this is for a 7.5 tonne vehicle however Point 7.8 of the TA stipulates that 'Servicing and delivery vehicles (<7.5 tonne and/or 10m Rigid HGV vehicles) are proposed to enter the site via access junctions at Vastern Road (Plots 1 and 2) and Caversham Road (Plot 3 and the western service yard for Plot 2)'. Given this additional tracking diagrams are required to incorporate the larger anticipated vehicles. Tracking diagrams are also required identifying that vehicles can enter and exit each service / delivery bay.	Please refer to the swept paths (Steer Drawing 23061101-SDG-HGN-100-DR-D-01008 Sheet 3 & Sheet 5) located within Appendix B. These drawings demonstrate that a 10m rigid vehicle is able to enter the site and access the service/delivery bays.
	Point 4.30 states that 'No servicing will be undertaken from nearby public highways, such as Caversham Road' however refuse stores and commercial units are accessed directly from Caversham Road which will only encourage on street servicing. The closest bay would be between 26m and 54m and this is from a bay which conflicts with the cycle route located to the north east of the site, any relocated bay is therefore likely to be located further from this point.	The closest servicing bays are located on The Avenue, located to the north of blocks G and H and outside the office building on the access road adjacent to the railway. In order to ensure that no servicing will take place on Caversham Road, refuse stores that are accessed directly from Caversham Road will be subject to a waste management strategy, where refuse is moved to the closest servicing bay prior to collection times.

Topic	RBC Comment	Response
	The building to the east of the site also has extensive refuse stored within the basement it would therefore need to be confirmed how this would be collected. It would seem logical that the service lift to the rear of the building would be used however no tracking diagrams have been provided that confirm a refuse vehicle would be able to serve the area without having to undertake extensive reversing, 70m approx.	Please refer to the swept path Drawing 23061101-SDG-HGN-100-DR-D-01008 Sheet 4 located within Appendix B . This drawing demonstrates that a refuse vehicle is able to serve the area without having to undertake extensive reversing.
	Revised drawings should also be provided that identifies the refuse storage areas for all the commercial units as these do not appear to have been illustrated on the submitted plans.	Please refer to the updated site layout plan (TP Bennett drawing A11113 C 2 100 Rev P7), located in Appendix A .
	It is noted that a commercial unit is located in the south west corner of the site however there are no servicing / delivery bays provided to the south of the site. It should therefore be confirmed where this unit would be serviced from.	Please refer to the updated site layout plan in Appendix A . This unit will be serviced from the access road adjacent to the railway. The tracking in Appendix B (drawing ref 23061101-SDG-HGN-100-DR-D-01008, sheets 5 & 6) demonstrates that a vehicle with a 10m length is able to serve the unit using the turning head.

Appendix A – Updated Site Layout Plans



CLIENT

Hermes Property Unit Trust

STRUCTURAL ENGINEER

SERVICES ENGINEER

COST CONSULTANT

KEY PLAN

NOTES

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Uses

Car Park

Energy Centre

Office Cycle Parking

Plant

Refuse

Resi Cycle Parking

Tank

PH

09-07-2019

Block numbers updated

HG

NS

PP

09-07-2019

Refuse and site annotations updated

HG

NS

PG

15-02-2019

Refuse open volume and cover label included

CH

NS

PI

13-12-2018

Issue for outline planning application

CH

NS

No.

Date

Comments

Drawn

Checked

Revisions

Issue Status

Planning

tp bennett

architecture

interiors

planning

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Project

A11113 Caversham Road

Reading Metropolitan

Client Title

Illustrative Scheme GA

Basement Plan

Drawn

Date

Scale @ A0

Alt Ref

1 : 200

tp benett Project No.

Series

Zone

Drawing Number

Rev

A11113

C

2

099

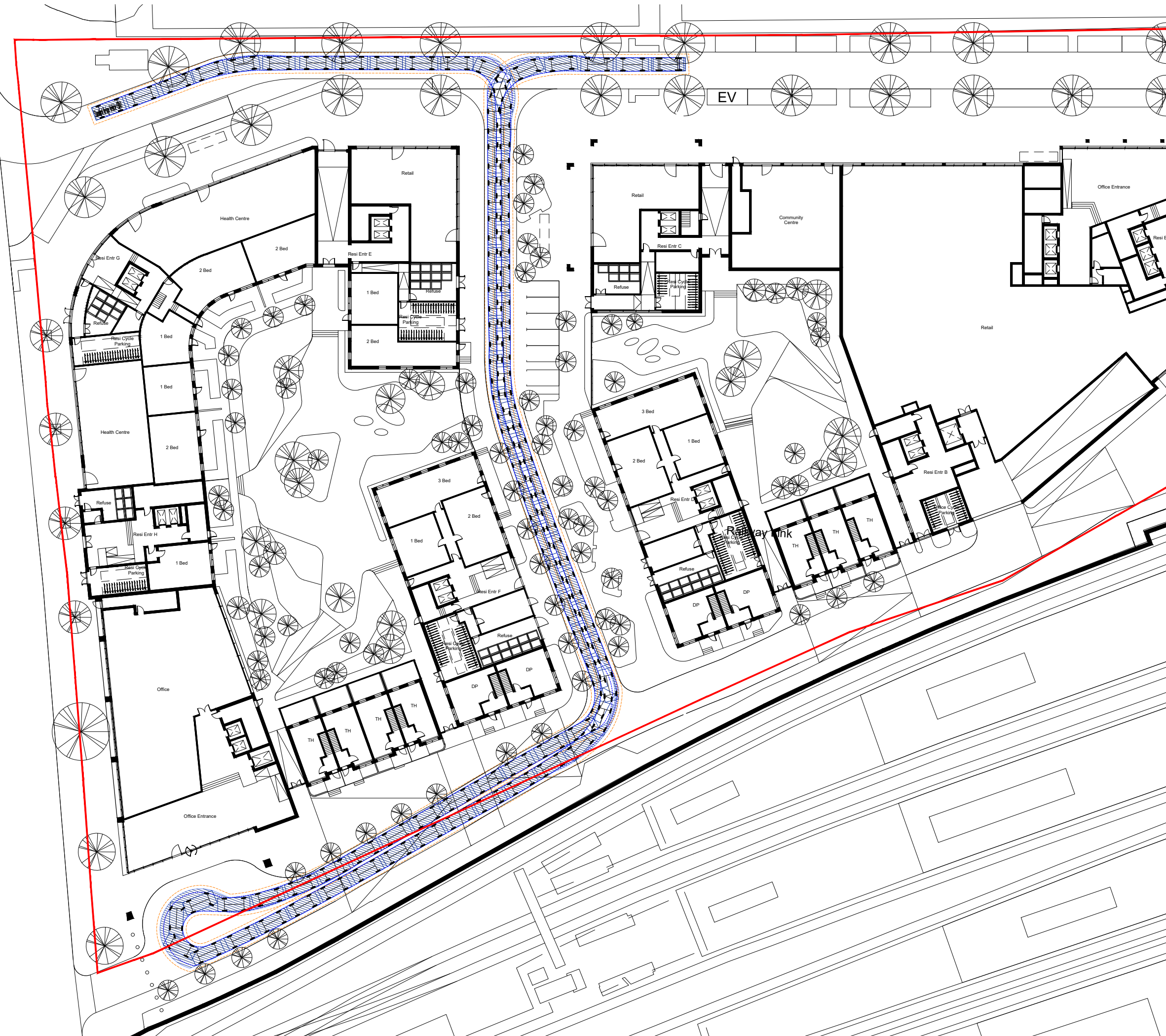
P4

09/07/2019 17:33:32

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Basement Plan A11113

Appendix B – Swept Path Analysis

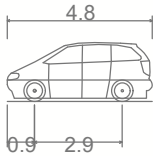


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KEY:

RED LINE BOUNDARY



Standard Design Vehicle (SDV)

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

Hatched Body Envelope
500mm Offset Envelope
Wheel Tracks

PO	10JULY19	ORIGINAL ISSUE	AZ	CJM	
REV	DATE	DESCRIPTION	DES	CHK	APP

steer

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Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR
SWEPT PATH ANALYSIS
(SHEET 1 OF 7)

Status: FIT FOR INFORMATION

Size: A3	Scale: NTS	Suitability S2	Rev. P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01008



Office Entrance

2.5m footway
clearance

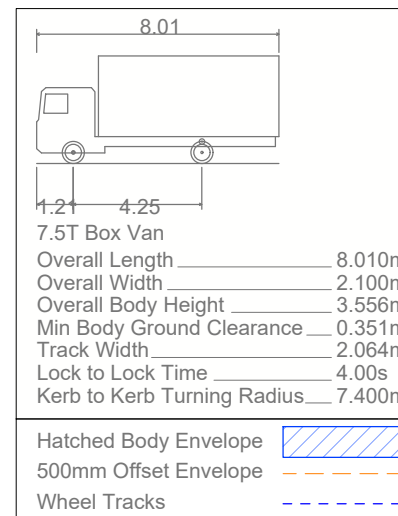
Test Box Van

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KEY:

— RED LINE BOUNDARY



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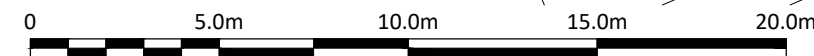
Project Title:
READING METROPOLITAN

Drawing Title:
GROUND FLOOR
SWEEP PATH ANALYSIS
(SHEET 2 OF 7)

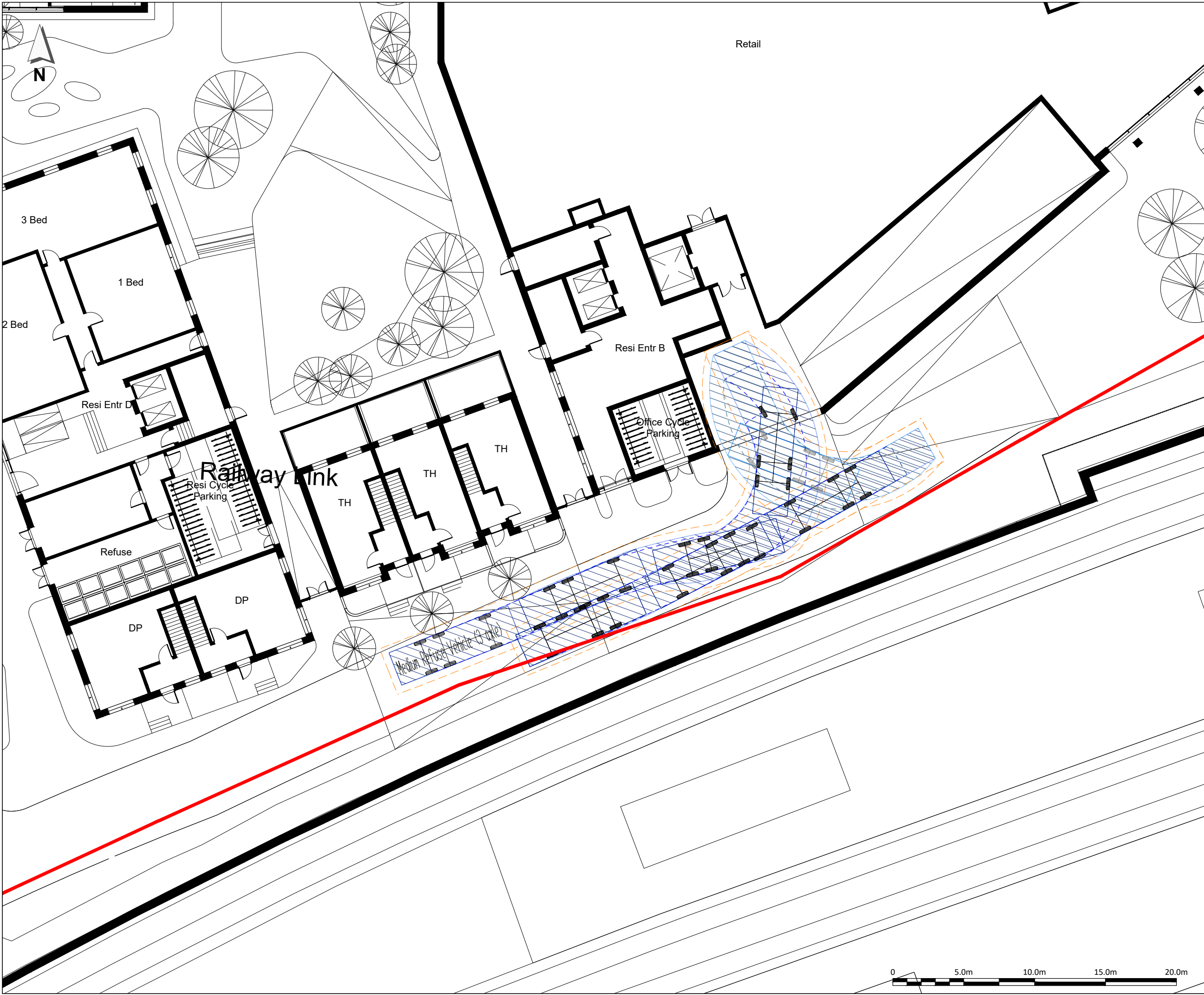
Status:
FIT FOR INFORMATION

Size: A3	Scale: 1:200	Suitability S2	Rev. P0
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Drawing No.
23061101-SDG-HGN-100-DR-D-01008







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KEY:

RED LINE BOUNDARY

9.01

1.795 3.5 1.4

Medium Refuse Vehicle (3 axle)

Overall Length 9.010m

Overall Width 2.450m

Overall Body Height 3.742m

Min Body Ground Clearance 0.295m

Track Width 2.450m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 8.200m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

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REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: HERMES PROPERTY UNIT TRUST

Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR SWEPT PATH ANALYSIS (SHEET 4 OF 7)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:250	Suitability S2	Rev. P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01008



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KEY:
— RED LINE BOUNDARY

FTA Design hg Rigid Vehicle (1998)

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

Hatched Body Envelope 

500mm Offset Envelope 

Wheel Tracks 

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Client:
HERMES PROPERTY UNIT TRUST

Project Title:
READING METROPOLITAN

Drawing Title:
GROUND FLOOR
SWEPT PATH ANALYSIS
(SHEET 5 OF 7)

Status:
FIT FOR INFORMATION

Size: A3	Scale: 1:500	Suitability S2	Rev. P0
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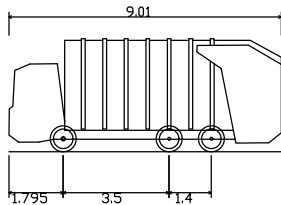
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KEY:

— RED LINE BOUNDARY



Medium Refuse Vehicle (3 axle)

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

Hatched Body Envelope 
500mm Offset Envelope 
Wheel Tracks 

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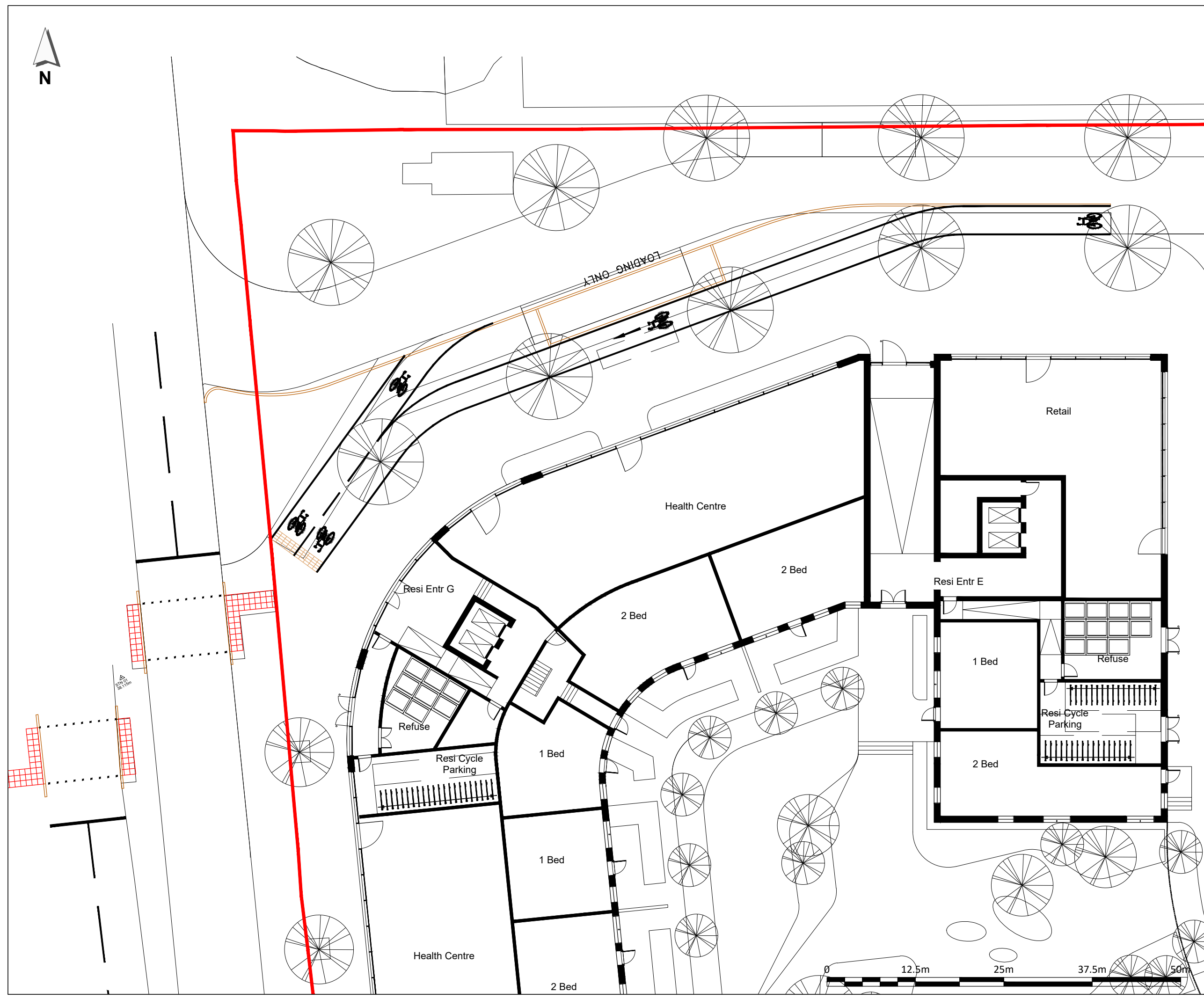
Project Title: READING METROPOLITAN

Drawing Title: GROUND FLOOR
SWEPT PATH ANALYSIS
(SHEET 6 OF 7)

Status: FIT FOR INFORMATION

Size: A3	Scale: 1:500	Suitability S2	Rev. P0
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Drawing No. 23061101-SDG-HGN-100-DR-D-01008



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 RED LINE BOUNDARY

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REV	DATE	DESCRIPTION	DES	CHK	APP

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Project Title: **READING METROPOLITAN**

Drawing Title:
ILLUSTRATIVE GROUND FLOOR PLAN
WITH INDICATIVE CYCLING ENHANCEMENTS
TO CROSSING OF CAVERSHAM ROAD
BY NORTHFIELD ROAD
(SHEET 7 OF 7)

Status: **FIT FOR INFORMATION**

Size: A3	Scale: 1:500	Suitability S2	Rev. P0
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Drawing No.
23061101-SDG-HGN-100-DR-D-01008

Appendix C - Trip Generation

D1 Use – Update to trip rates

The TRICS data for the D1 use has been updated, the Person trip rates have been derived from the TRICS database for main land use category '05 – Health' and sub-category 'G – GP Surgeries' as a best representative of the proposed facility. Using the criteria of "Town Centre" sites and weekday only surveys, only one corresponding set of trip rates was available. These trip rates are shown in Table 2.

Table 2: Total person trip rates for proposed health/community centre

	AM Peak (08:00-9:00)			PM Peak (17:00-18:00)			Daily (07:00 – 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Person Trip Rate	1.22	0.30	1.51	1.55	2.07	3.62	12.55	11.85	24.40

These trip rates have been used to calculate an updated trip generation for the health/community centre, this updated trip generation is shown in Table 3.

Table 3: Trip Generation for proposed health/community centre

	AM Peak (08:00-9:00)			PM Peak (17:00-18:00)			Daily (07:00 – 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	1
Bus	1	0	2	2	2	4	15	14	29
Rail / Underground	1	0	2	2	2	4	14	13	27
Pedestrians	1	0	2	2	2	4	15	14	29
Cyclists	0	0	0	0	1	1	3	3	6
Motorcyclist	0	0	0	0	0	0	1	1	2
TOTAL	5	1	6	6	8	14	48	46	94

The updated trip generation for the proposed health/community centre has reduced the overall number of trips to the site. The updated net change in trips between the 2012 OPP and Proposed Development is shown below in Table 4.

Table 4: Net change in trips between the 2012 OPP and Proposed Development

	AM Peak (08:00-9:00)			PM Peak (17:00-18:00)			Daily (07:00 – 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	-123	-51	-174	-52	-125	-177	-1,115	-1,110	-2,223
Total People	-483	3	-481	8	-438	-430	-4,119	-4,124	-8,243

The updates to the D1 use trip generation have resulted in a net reduction of 8,243 site-wide trips in comparison the to the 2012 OPP scheme. The submitted Transport Assessment for the 2018 scheme shows a reduction of 8,008 trips, so this update to the D1 use trip generation has further reduced the site wide trip generation by 234 trips.

The updated trip generation has been translated into updated vehicular flow for the Proposed Scheme. Table 5 below demonstrates the net change in development flows across the key road links around the Site, as compared to the 2012 Consented Scheme.

As shown in Table 5, the traffic that will be generated by the Proposed Scheme is much lower than that of the 2012 Consented Scheme. The number of trips utilising the Eastern Access at Trooper Potts Way is expected to reduce by 186 vehicle trips in the AM Peak hour (09:00-10:00) and 259 vehicle trips in the PM Peak hour (17:00-18:00) as compared to the 2012 Consented Scheme.

Table 5: Net change in development vehicular flows between 2012 Consented Scheme and 2018 Proposed Scheme

Highway Link	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
2012 Consented Scheme Development		
Trooper Potts Way (north)	105	189
Trooper Potts Way (south)	109	96
A329 Vastern Road (Eastbound)	61	54
A329 Vastern Road (Westbound)	131	200
A329 Caversham Road (Northbound)	31	28
A329 Caversham Road (Southbound)	24	43
2018 Proposed Scheme Development Flows		
Trooper Potts Way (north)	26	16
Trooper Potts Way (south)	2	10
A329 Vastern Road (Eastbound)	13	27
A329 Vastern Road (Westbound)	20	21
A329 Caversham Road (Northbound)	3	13
A329 Caversham Road (Southbound)	10	6
Net Change in Development Flows		
Trooper Potts Way (north)	-79	-173
Trooper Potts Way (south)	-107	-86
A329 Vastern Road (Eastbound)	-48	-27
A329 Vastern Road (Westbound)	-111	-179
A329 Caversham Road (Northbound)	-28	-15
A329 Caversham Road (Southbound)	-14	-37

Appendix D - Residential Cycle Parking

Table 6 sets out the required number of cycle spaces per residential block, in comparison with the proposed number of cycle parking spaces to be provided per residential block. Table 5 demonstrates that more cycle parking will be provided in each block than the minimum required by RBC standards.

Table 6: Residential Cycle Parking

Residential Block	Number of units		Minimum Required Number of spaces	Number of Cycle Parking Spaces to be provided
	C3 Residential Flat 1-2 bed	C3 Residential Flat 3+ bed		
A	150		75	100
B	90		45	46
C	56		28	42
D	81	4	45	68
E	87	2	46	68
F	73	4	41	68
G	59		30	44
J	45		23	34
Total	641	10	331	470