



Hermes Property Unit Trust
**51 Church Street and Archway House, St
Martins Centre, Caversham**

Transport Statement

A107434-1

November 2019



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1 Introduction

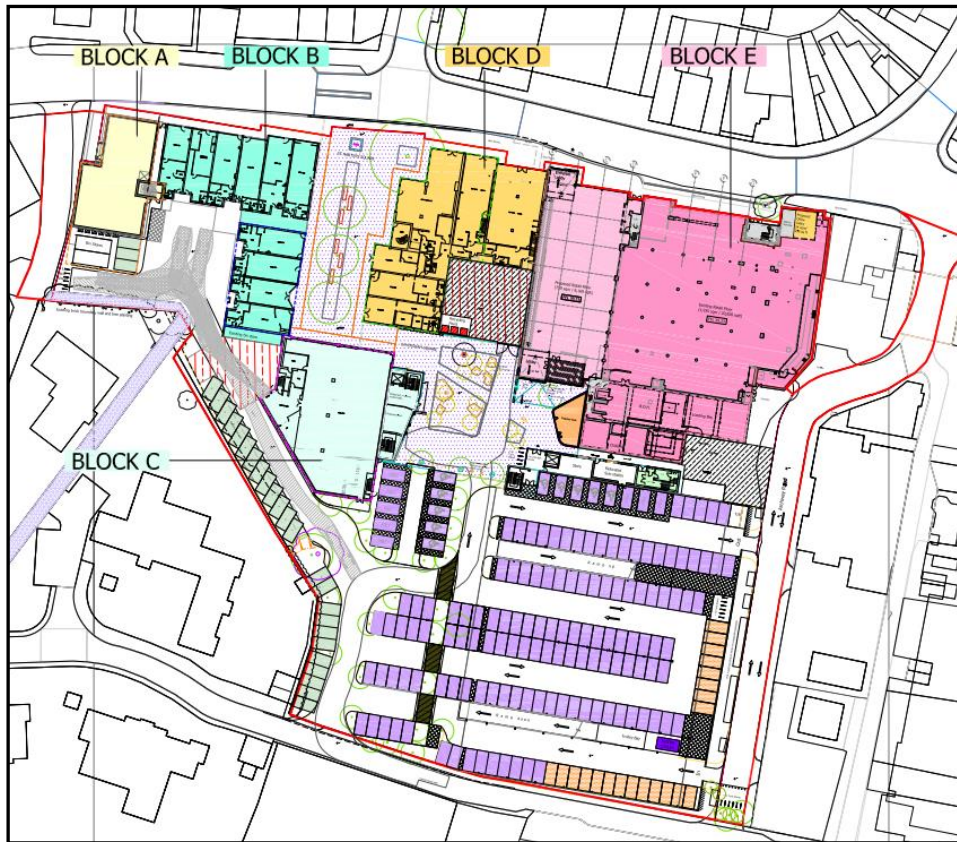
Brief

- 1.1 WYG has been commissioned by Hermes Property Unit Trust to prepare a Transport Statement in support of a planning application for the regeneration of the St. Martins Centre, Caversham.
- 1.2 The detailed proposals are for a full application for the change of use of part of the upper floors of 51 Church Street, Reading (above Waitrose) and creation of new street level entrance to deliver a three-screen cinema complex (D2) and the change of use ground floor of Archway House (west) to B1(a) office (to provide an entrance to the upper floors).
- 1.3 This application should be considered with reference to the existing planning consent for the 'wider site' (under reference: 140997), which is currently being implemented as a phased development. However, since planning permission was granted, the UK retail market has undergone significant structural changes. As such, the Applicant has reviewed the scheme in order to reflect current commercial requirements and to deliver a scheme which will support the long-term vitality and viability of the Centre. This has resulted in Hermes re-visiting the proposals at 51 Church Street and Archway House. In light of this application for the change of use of part of the upper floors for the provision of a cinema facility in D2 use, the Applicant is considering opportunities to convert the area proposed for a cinema facility under planning application 180499 for an alternative use as it would not be commercially viable for two cinemas to be located within the Centre.
- 1.4 Whilst these proposals have been submitted as a standalone planning application, they have evolved to ensure that the proposed uses complement the wider regeneration of the Centre (approved under ref: 140097) and ensure integration with the proposed with the wider District Centre particularly with regard to parking and servicing.

Planning History

- 1.5 Full planning permission (ref: 140997) was granted on the 31st of March 2015. This extant permission sets out regeneration proposals for the St Martin's Centre based around an improved Waitrose offer, new and revised retail units, a small cinema and residential units in the floors above. The scheme was developed and approved to provide refurbishment and enhanced the facilities at the St Martins Centre for the people of Caversham.
- 1.6 The consented masterplan is shown at **Figure 1.1**.

Figure 1.1 Application 140997 Illustrative Masterplan



- 1.7 Since the approval of this scheme, there have been a number of applications at the St. Martin's Centre including several non-material amendments as well as the discharge of a number of planning conditions.
- 1.8 The full planning history of the site is provided within the Planning Statement.

Report Structure

- 1.9 The report sets out the new proposals in the context of National and Local Policy, sustainable transport, vehicular access, traffic impact and sustainable travel proposals.
- 1.10 The structure of this TS is as follows:
- Chapter 2: summarises the National and Local Transport Policy which is applicable to the Site;
 - Chapter 3: provides a description of the Site location and the local highway network;
 - Chapter 4: details the accessibility of the Site by sustainable modes of transport;
 - Chapter 5: outlines the development proposals;
 - Chapter 6: provides details of the anticipated number of trips to and from the proposed development; and,
 - Chapter 7: summarises and concludes the report.



2 National and Local Policy

Introduction

- 2.1 This chapter of the TS examines the context of the Site and how this relates to relevant planning policies and guidelines. It provides an overall spatial and planning context for the Development.

National Policy

- 2.2 The National Planning Policy Framework (NPPF) was published by the UK's Department of Communities and Local Government in March 2012, and updated in February 2019, consolidating over two dozen previously issued documents called Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) for use in England.
- 2.3 NPPF sets out guidance on a number of planning issues, giving weight to the economic, social and environmental role that new developments provide within the planning system. NPPF states that developments that accord with the development plan should be approved without delay. In any areas where the development plan is absent, silent or relevant policies are out-of-date. Developments should not generate any adverse impacts that would demonstrably outweigh the benefits.
- 2.4 NPPF states that development must offer a real choice to maximise the use of sustainable transport while recognising that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- 2.5 The NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of:
- The opportunities for sustainable transport modes depending on the nature and location of the Site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the Site can be achieved for all people; and,
 - Improvements are undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 2.6 The policy states that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in the NPPF, particularly in rural areas.



2.7 NPPF promotes development that is located and designed to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrians and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists / pedestrians and avoiding street clutter; and
- Consider the needs of people with disabilities by all modes of travel.

Regional & Local Policy

Draft Reading Borough Local Plan

2.8 The Draft Local Plan sets out the policies that will guide development within Reading up to 2036. Once adopted, the plan will have 'development plan' status. The Draft Local Plan is expected to be adopted in November 2019. This means that, legally, it will be the main consideration in deciding planning applications in Reading.

2.9 The local plan will replace all existing development plans in Reading. This means that the Core Strategy (adopted 2008, amended 2015), and Detailed Policies Document (adopted 2012, amended 2015) will all cease to be used once the Local Plan is adopted.

2.10 Policy TR1 – Achieving the Transport Strategy sets out:

'Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans. Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures. All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.'

2.11 The council's objectives for Transport are:

- To facilitate more physically active travel for journeys in a healthy environment;
- To improve personal safety on the transport network;
- To provide affordable, accessible and inclusive travel options for everyone;
- To ensure that the transport network operates safely and efficiently to meet the needs of all users;



- To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;
- To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;
- To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;
- To improve journey times, journey time reliability and the availability of information; and
- To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low-carbon future.

2.12 Policy TR5 – *Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Development should make the following provision for electric vehicle charging points:*

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

2.13 It is important to provide enough parking so that there is not a knock-on effect on the safety and function of the highway and public transport network through on-street parking. While the over-provision of car parking, particularly at places of work, can lead to less sustainable travel choices.

Reading Borough Council - Local Development Framework – Core Strategy

2.14 The LDF Core Strategy was adopted in January 2008 and updated in January 2015. In terms of transport the fifth core objective within this document sets out:

'Improve and develop excellent transport systems to improve accessibility within Reading and for the wider area by sustainable modes of transport.'

2.15 In terms of the key spatial strategy principles development should be prioritised as follows:

'Major developments should be located in areas of high accessibility where it does least harm to the environment and delivers most benefits to the wider community.'

'Developments should be directed to those areas in most need of physical, economic or social regeneration.'

'Developments must have excellent access to effective and efficient public transport.'

2.16 The spatial strategy also sets out four distinct but well-connected areas that present themselves as sustainable locations for future development, these are:



- The Reading Central Area,
- South West Reading including the development of Green Park 3
- District / Local Centres; and
- Redevelopment of parts of existing employment areas.

2.17 The St Martin's Centre falls into two of these categories in terms of a district centre and an existing employment area.

2.18 Chapter 7 of the Core Strategy covers Transport and has its basis in the now replaced PPG13 document. However, the core policy of sustainable development carries through to the NPPF and current policy. Policies CS22 and CS23 relate to the provision of Transport Assessments and Travel Plans to quantify proposed developments while CS24 sets out Reading's car and cycle parking standards (see section below for parking standards policy).

Reading Borough Council - Local Transport Plan 3: 2011 - 2026

2.19 The adopted Local Transport Plan (LTP) covers the period from 2011 to 2026, although this plan is superseded by the Draft Local Plan set out in paragraph 2.8. This document set out the previous transport vision for Reading which aimed to better connect people to places they wish to go to through safe, sustainable and comfortable means.

2.20 The LTP set out a number of local area action plans, with Caversham included in the northern area action plan. The measures coming forward during the planned period are:

- Improved pedestrian cycle links across the Thames;
- Improved bus routes into Reading;
- The instruction of bus priority; and,
- An investigation of park and ride sites to the North and East of Reading in partnership with Oxfordshire County Council.

2.21 All these potential measures would provide a great benefit to the centre of Caversham and the St Martin's Centre.

Reading Borough Council - Parking Standards

2.22 Parking standards for Reading Borough Council are set out in the Reading Borough Local Development Framework, Revised Parking Standards and Design which was adopted in October 2011.

2.23 The Revised Parking Standards and Design document sets out the Reading Borough Council parking standards as summarised in **Table 2.1**. The regeneration site in Caversham falls with 'Zone 2, Primary Core Area'.

Table 2.1 Summary of Reading Borough Council Parking Standards – Zone 2

Use	Unit/Size	Car Parking Standard	Cycle Parking Standard
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A1 Food Retail	-	1 per 40m ²	1 space per 6 staff and 1 space per 300m ²
A1 Non-Food Retail	Up to 1,000m ²	1 per 50m ²	1 space per 6 staff and 1 space per 250m ²
A1 Non-Food Retail	Over 1,000m ²	1 per 40m ²	1 space per 6 staff and 1 space per 300m ²
A3 Restaurants & Cafes	-	1 per 7.5m ²	1 space per 6 staff and 1 space per 300m ²
C3 Dwelling Flat 1-2 bed	-	1 space	0.5 spaces
D2 Cinema	-	Public Parking will be provided in line with the Central Reading Parking Strategy (2004).	1 space per 6 staff and 1 space per 40m ²

2.24 Motorcycle parking is set out in the parking standards for developments of 10 or more units, or 1000 m² or more. The motorcycle parking must be at least 2% of the maximum total car parking provision identified for each zone highlighted above.

2.25 Parent and toddler parking are set out at the following levels:

- Up to 200 spaces – 2 spaces or 4% of total capacity, whichever is greater.
- Over 200 spaces – 3 spaces plus 3% of total capacity.

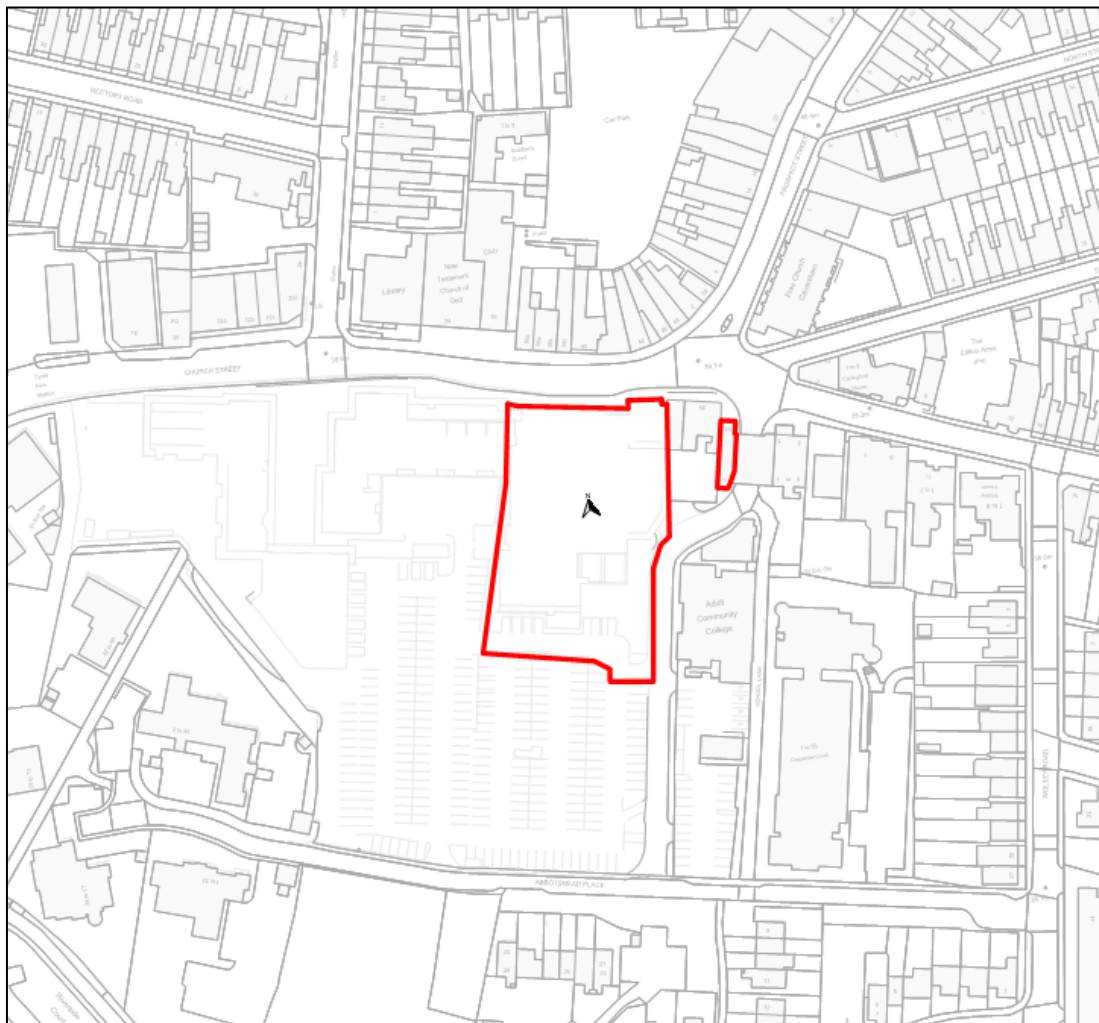
2.26 It is further pertinent to note that with regards to parking the Draft Local Plan requires development to provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Development should make the required provision for electric vehicle charging points.

3 Site Location and Local Highway Context

Site Location

- 3.1 The site is located in the centre of Caversham, within Reading Borough Council. It is located approximately 250 metres north of the River Thames and approximately 1.5 kilometres north of Reading Town Centre. The location of the site is illustrated in **Figure 3.1**.

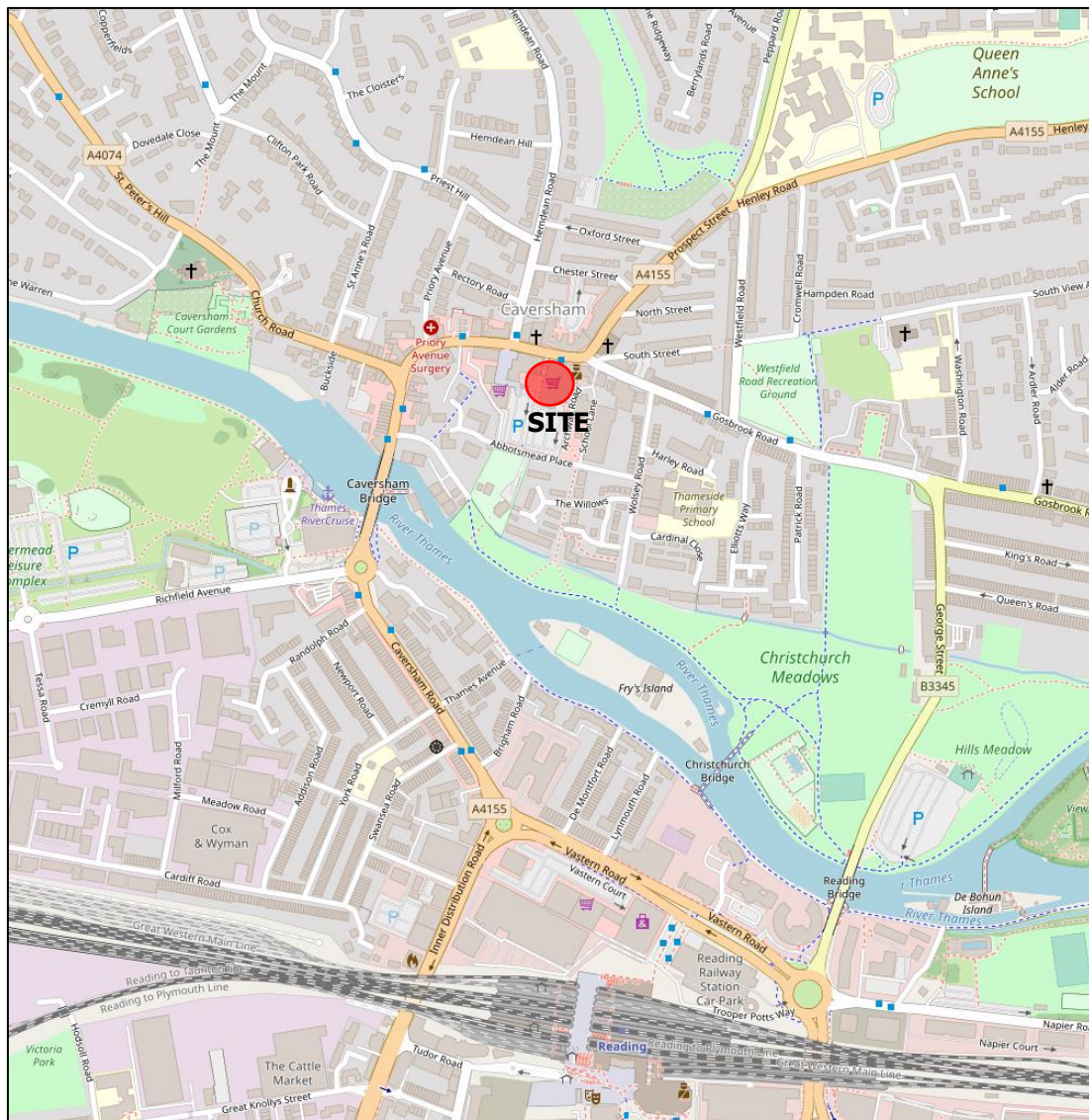
Figure 3.1 Site Location Plan (51 Church Street and Archway House)



Existing Highway Network

- 3.2 The local road network and the junctions discussed within this section are shown in **Figure 3.2**.

Figure 3.2 Local Highway Network



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Archway Road / Gosbrook Road / South Street & Gosbrook Road / Church Street / Prospect Street double mini roundabout

- 3.3 The Gosbrook Road / Archway Road / South Street / Church Street / Prospect Street junction takes the form of a double mini roundabout. The eastern mini roundabout serves Archway Road, Gosbrook Road and South Street while the western mini roundabout serves Gosbrook Road, Church Street and Prospect Street. All arms are approximately 6.5 - 7.0 metres wide with footways on both sides. The junction is lit and subject to a 30-mph speed limit.
- 3.4 The Gosbrook Road / Church Street / Prospect Street mini roundabout has splitter islands on Church Street and Prospect Street that provide pedestrian refuges.



Gosbrook Road / Westfield Road

- 3.5 The Gosbrook Road / Westfield Road junction takes the form of a signalised junction with Elliotts Way as a minor arm. Westfield Road is a left out only onto Gosbrook Road eastbound. Signalised pedestrian crossings are provided to the east across Gosbrook Road.
- 3.6 All arms are approximately 6.5 - 7.0 metres wide with footways on both sides. The junction is lit and subject to a 30-mph speed limit.

Prospect Street / Peppard Road / Henley Road / Westfield Road

- 3.7 The Prospect Street / Peppard Road / Henley Road / Westfield Road junction takes the form of a four-arm signalised junction protected by a yellow box marking. No formal signalised pedestrian crossings are provided, but there are dropped kerbs to allow uncontrolled crossing of the junctions by pedestrians.
- 3.8 The junction is lit and subject to a 30-mph speed limit. Henley Road, Peppard Road and Prospect Street are approximately 6.5 - 7.0 metres wide, while Henley Road is circa 8.0 metres wide. All arms have footways on both sides.

Church Street / Caversham Road / Church Road

- 3.9 The Church Street / Caversham Road / Church Road junction takes the form of a three-arm signalised junction protected by a yellow box marking. No formal signalised pedestrian crossings are provided on Caversham Road or Church Road but dropped kerbs are provided to enable uncontrolled crossing of these arms by pedestrians. A separate signalised crossing is provided on Church Street.
- 3.10 The junction is lit and subject to a 30-mph speed limit, with all arms featuring footways on both sides. Church Street and Church Road are circa 7 metres wide, while Caversham Road is approximately 12 metres wide.

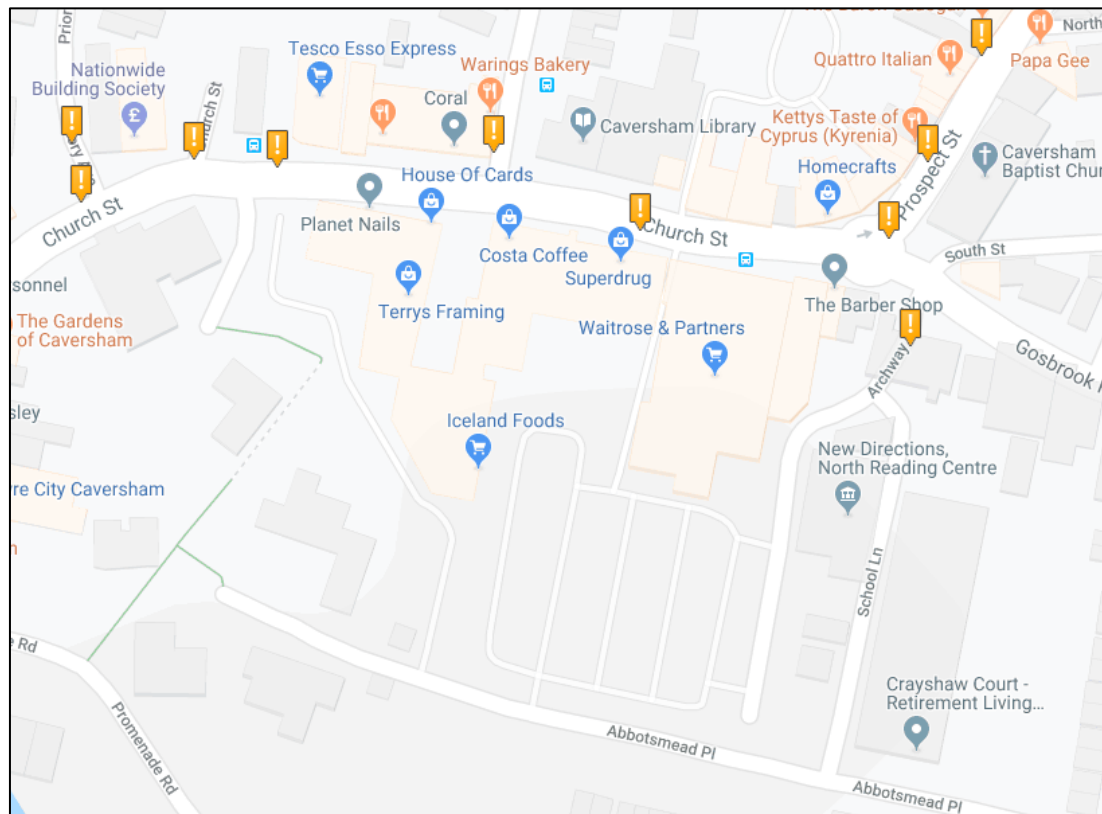
Caversham Road / Waterman Place / Richfield Avenue

- 3.11 The Caversham Road / Waterman Place / Richfield Avenue junction takes the form of a four-arm roundabout with Caversham Road forming the two main arms. All arms have footways on both sides and are provided with physical splitter islands, but none are provided with pedestrian crossing facilities. The junction is lit and subject to a 30-mph speed limit.
- 3.12 Caversham Road is approximately 12 metres wide and extends from the junction with Church Street and Church Road to the roundabout with Vastern Road.
- 3.13 Waterman Place is approximately 7 metres wide and acts as a local access road serving a number of offices and residential properties.
- 3.14 Richfield Avenue is roughly 9 metres wide and runs from the junction with Caversham Road to become Cow Lane adjacent the Great Western Railway line.

Highway Safety Audit

- 3.15 WYG has obtained Personal Injury Accident data to review the highway safety record for the area around the Site.
- 3.16 An accident analysis audit has been undertaken using the most recently available 5-year Personal Injury Accident data released under the Open Government Licence. This data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year.
- 3.17 The data used in this audit comprises the most recent data released by the DfT, which comprises accident information up to 2018. This analysis therefore covers the period between the beginning of January 2014 and the end of December 2018.
- 3.18 The study area for the assessment is shown in **Figure 3.3**.

Figure 3.3 Highway Safety Audit for Study Area



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- 3.19 In total, there were ten PIAs recorded in this location during the study period. The incidents recorded within the study area are classified as 'slight' in severity. No incidents recorded in the study area during the five-year period were classified as 'serious' or 'fatal'.
- 3.20 Recorded incidences were generally isolated within the study area.



- 3.21 The recorded incidences are evenly distributed across the study area with no severe clusters of multiple serious accidents. This suggests that the current highway layout does not contain any incident blackspots and does not raise any undue concerns that may need to be addressed by the proposed development.



4 Sustainable Transport Audit

Accessibility Guidance

- 4.1 When considering the sustainability audit within the TS, WYG have reviewed the nationally available accessibility guidance prepared by central government and professional transport institutions for both walking and cycling.
- 4.2 The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6 km are made wholly on foot with 20% for journeys that are 1.6 km to 3.2 km long also being undertaken on foot.
- 4.3 The Department for Transport; Local Transport Note 'Cycle Infrastructure Design' states that cyclists usually want to be able to travel at speeds of 19 kph, which is the average speed of a cyclist on a level surface. It is therefore considered that 16 kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g. manoeuvring through junctions). On this basis taking the journey time for the NTS (National Travel Survey) DfT cycling speeds the average person is willing to cycle 24 minutes equating to of 6.4 km (approximately 4 miles). In terms of 79% of trips being up to 8 km (approximately 5 miles), this would equate to a cycling time of 30 minutes.
- 4.4 The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' states most cycling trips are for short distances, with 80% being less than 8 km and with 40% being less than 3.2 km. However, most trips by all modes are also short distances (67% are less than 8 km, and 38% are less than 3.2). The bicycle is therefore a potential mode for many of these trips.

Access by Walking

- 4.5 The existing pedestrian infrastructure in the vicinity of the St Martin's Centre is set out below on a street by street basis.
- 4.6 The pedestrian provision on Church Street takes the form of footways on both sides of the street; these are roughly 2 metres wide but there are wider areas adjacent to the St Martin's Centre. The footways on Church Street lead into St Martin's Square which is a 15-metre-wide planted square which forms the centre of the St Martin's development. The square also provides pedestrian access into the car parks at the rear of the St Martin's Centre.
- 4.7 There is a further pedestrian route between the St Martin's Centre car parks and Church Street in the form of a narrow alleyway between the Waitrose and Superdrug store.
- 4.8 There is a signal-controlled pelican crossing on Church Street adjacent to Superdrug and the New Testament Church of God. This provides a safe crossing of Church Street and links to pedestrian routes to the north. Uncontrolled pedestrian refuges are also provided on the splitter islands of the Church Street and Prospect Street arms of the mini roundabout.



- 4.9 The pedestrian provision on Archway Road is intermittent. A footway is provided on the eastern side which links with School Lane and the footway on Archway Road adjacent the New Directions centre. There are no formal pedestrian crossing facilities on Archway Road and the footway on the western side of the road does not continue under the arch at the junction with Gosbrook Road. However, this is unlikely to be a key route for pedestrians given the local provision.
- 4.10 Pedestrian provision on Gosbrook Road takes the form of a footway on each side at approximately 2 metres wide. There are no formal crossing facilities on the western end of Gosbrook Road, the closest formal crossing facility being east of Elliotts Way.
- 4.11 Prospect Street has footways on both sides, which are a minimum of 2 metres wide. There is an uncontrolled pedestrian crossing on the mini-roundabout splitter island and a controlled zebra crossing between the junctions with North Street and Chester Street.
- 4.12 The most direct pedestrian route to Reading is via Abbotsmead Place, Wolsey Road, Christchurch Meadows and the new Christchurch Bridge over the River Thames to Vastern Road. This bridge opened in 2015. This route is off-road through parkland but has street lighting.
- 4.13 There is also a route to Reading which follows roads and is accessed via Church Street, Caversham Road (Caversham Bridge) and Caversham Road or Vastern Road.
- 4.14 There is extensive pedestrian provision in the area surrounding the St Martin's Centre. Most roads feature wide footways which are conducive to walking. This would enable future users of the St Martin's Centre to walk to the centre from Reading Town Centre, Caversham and surrounding areas.

Access by Cycling

- 4.15 The existing cycle routes in the vicinity of the St Martin's Centre are shown in **Figure 4.1**.

Figure 4.1 Local Cycle Network



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- 4.16 **Figure 4.1** shows that there are a number of formal cycle routes passing near to the St Martin's Centre. There is a direct link onto National Cycle Route 5 which passes through the St Martin's Centre. There are a number of local cycle routes which are conducive to cycling from the site to local areas such as Reading Town Centre, Caversham and Emmer Green.

Access by Bus

- 4.17 The closest bus stops to the St Martin's Centre are located on Church Street. The westbound stop is located outside Waitrose in front of the centre while the eastbound stop is located on the opposite side of the road to the west adjacent the Esso filling station.
- 4.18 The services available at the Church Street bus stops are summarised in **Table 4.1**.



Table 4.1 Local Bus Services from Church Street Stops

Service	Route	Day of Operation	First / Last Bus	Average Frequency
27	Lower Caversham – Caversham – Reading	Monday to Saturday	0915 / 2333	Hourly
	Reading – Caversham – Lower Caversham		0953 / 2320	
82	Caversham Road – Sonning Common	Monday to Friday	0759	1 per day
	Sonning Common – Caversham Road		1541	1 per day
145C	Woodcote – Caversham – Henley	Monday to Friday	0741	1 per day
	Henley – Caversham – Woodcote		1616	2 per day
800	High Wycombe – Henley-on-Thames – Caversham – Reading	Monday to Friday	0629 / 1946	2 per hour
		Saturday	0744 / 1849	Hourly
		Sunday	0905 / 1921	
	Reading – Caversham – Henley-on-Thames – High Wycombe	Monday to Friday	0650 / 2015	2 per hour
		Saturday	0816 / 1915	Hourly
		Sunday	0905 / 1921	
X38	Reading Town Centre – Oxford City Centre	Monday to Friday	0635 / 1927	Hourly
		Saturday	0812 / 1912	
	Oxford City Centre – Reading Town Centre	Monday to Friday	0711 / 2043	
		Saturday	0844 / 1945	

4.19 There are also a set of bus stops close to the St Martin's Centre on Bridge Street. These bus stops are also within 400m of the St Martin's Centre and the additional bus services available are summarised in **Table 4.2**.



Table 4.2 Local Bus Services from Bridge Street Stops

Service	Route	Day of Operation	First / Last Bus	Average Frequency
Pink 22	St Andrew's Church – Caversham – Reading	Monday to Friday	0557 / 2323	2 per hour
		Saturday	0621 / 0009	Hourly
		Sunday	0942 / 1742	2 Hourly
	Reading – Caversham – St Andrew's Church	Monday to Friday	0540 / 2306	2 per hour
		Saturday	0604 / 2351	Hourly
		Sunday	0922 / 1723	2 Hourly
23	Reading Town Centre – Reading Town Centre	Monday to Friday	0523 / 2353	30 mins
		Saturday	0655 / 2353	
		Sunday	0916 / 2308	Hourly
81	Woodley – Caversham Heights	Monday to Friday	1606	1 Daily
	Caversham Heights - Woodley	Monday to Friday	0729	1 Daily
X39	Reading Town Centre – Oxford City Centre	Monday to Friday	0614 / 1900	Hourly
		Saturday	1619 / 1725	
	Oxford City Centre – Reading Town Centre	Monday to Friday	0752 / 1840	
		Saturday	0832 / 2018	

4.20 The bus services accessible from the Site provide a regular connection to / from the wider parts of Reading, offering the opportunity to connect to additional services in the town centre. The services provide connection to Reading Train Station, which is accessible within a 20-minute journey. The bus services also provide links to the surrounding area and provide a regular link to Oxford.

Access by Rail

4.21 The closest railway station to the St Martin's Centre is Reading railway station which is approximately 1.3 km to the south. Reading station is a main station on the Great Western Main Line which connects London Paddington to the Southwest and Wales. It also benefits from an interchange with Southwest Trains services, Local Great Western Railways services and Arriva Cross Country services, which provide services to the wider parts of England.

4.22 The station is managed by Network Rail and served by Great Western Railways, Southwest Trains and Arriva Cross Country services. Reading station has recently been rebuilt and has numerous facilities including a manned ticket office, automated ticket machines, waiting rooms, toilets, lifts, numerous retail outlets and cafes and both car parking and cycle parking spaces. A major part of the redevelopment has been the introduction of a formal entrance at the northern side of the station.

4.23 Reading station benefits from a direct service to London Paddington and London Waterloo. Great Western Railways provide services to the Southwest and Cornwall, Bristol, Cardiff, Swansea, Oxford



and Worcester as well as local stopping services between Oxford and London, Bedwyn and London and Reading and Gatwick Airport.

- 4.24 Southwest Trains provides a local stopping service from Reading to London Waterloo via Staines and Clapham Junction. Arriva Cross Country provide cross country services from Manchester to Bournemouth, but a wider range of destinations are provided through a further change at Birmingham.
- 4.25 The wide range of rail services at Reading Station provides ample opportunity to travel to the St Martin's Centre by train from a variety of neighbouring and local areas.

Summary

- 4.26 The Site is well located to integrate into the local pedestrian, cycle and public transport network. Given the location of the development on the edge of Reading town centre, close to Reading Railway Station and other public transport interchanges, it is well located to maximise access by sustainable transport modes.
- 4.27 On this basis, it is considered that the proposed development is not prejudicial to the requirements of NPPF and is not solely reliant on private vehicles for travel to / from the local and wider area.

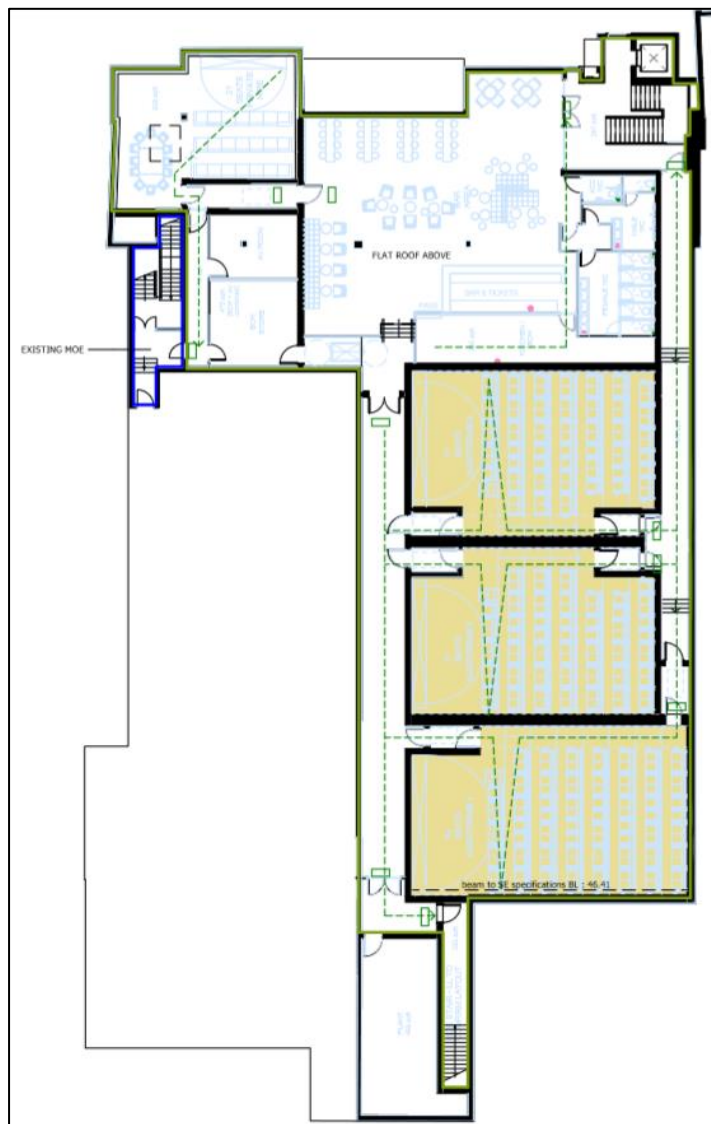
5 Development Proposal

5.1 The development proposal comprises the following:

- Retention of the Waitrose store and change of use of the gym, offices and squash courts to provide a cinema (no uplift in floor area); and,
- The change of use on the ground floor of Archway House to (B1) office to provide an entrance to the upper floors, which is included within the redline.

5.2 The proposed layout plan for the first floor of the Cinema at 51 Church Street is shown at **Figure 5.1** and provided at **Appendix A**.

Figure 5.1 Proposed Plan (First Floor – Cinema)





Vehicular Access Strategy

- 5.3 The vehicular access strategy will remain as per the consented access, which was also considered suitable under the previous permission (Application 140997). The main vehicle access for general traffic and Waitrose service vehicles will remain via Archway Road. This access is currently a double mini roundabout from Archway Road onto Gosbrook Road. Secondary service accesses are provided from Abbotsmead Place and onto Church Street via the lane to the west of the site. These accesses will be for service vehicles only.

Service Vehicle Strategy

- 5.4 The service vehicle access strategy will remain as per the consented strategy from Application 140997. The main vehicle access for general traffic and Waitrose service vehicles will remain via Archway Road. This access is currently a double mini roundabout from Archway Road onto Gosbrook Road. Secondary service accesses are provided from Abbotsmead Place and onto Church Street via the lane to the west of the site. This access will be for service vehicles only.

Pedestrian and Cycle Access

- 5.5 Pedestrians will be able to access 51 Church Street (Cinema) from an enhanced entrance on Church Street, with Archway House also providing a street level entrance to Archway House at ground level to provide access to the upper floors.
- 5.6 In the wider context, the St Martins Centre has an internal pedestrian network which connects to the footways located along adjacent streets. Cycle access will be gained from the adjacent road network (such as Church Street and Prospect Street which form part of National Route 5). Within the internal network of the site, the design will cater for the safe movement of cyclists to and from cycle parking areas.

Vehicle Parking Provision

- 5.7 Vehicle parking will be provided in accordance with the consented parking strategy associated with Application 140997. This is considered both reasonable and appropriate on the basis that there is no specific standard for Cinema parking, and, in addition, the original application accounted for the existing gym and leisure use parking demand that would have required a provision in excess of this. In addition, the standards suggest that Cinema parking demand can also be met through public parking and given that the Masterplan was approved for an over-provision of parking, this is considered appropriate.
- 5.8 On this basis, there will be no changes to the approved level of car and cycle parking. The approved parking numbers across all land uses include 195 standard spaces at ground level (including 18



accessible spaces), 129 standard spaces in a decked-car park, motorcycle spaces and 48 Sheffield cycle stands.

Cycle Parking Provision

- 5.9 Covered secure cycle parking facilities are provided across the site, as per consented under Application 140997.
- 5.10 It is considered that the approved level of cycle parking is appropriate for the proposals on the basis that a significant proportion of trips by all modes are likely to be linked and those travelling by bicycle to the site will most likely be visiting other destinations either within the St. Martins Centre or within the District Centre.
- 5.11 It should be noted that the use of the cycle parking spaces will be monitored by the Site Travel Plan and additional cycle parking will be provided if required.

Motorcycle Parking Provision

- 5.12 Motorcycle parking will be provided in accordance with the consented parking strategy associated with Application 140997. This is considered both reasonable and appropriate due to the level of overall car parking provision not changing and the standards require a percentage of overall parking.

6 Trip Rates and Trip Generation and Traffic Impact

Introduction

- 6.1 This chapter of the report sets out the development trip generation for 51 Church Street (the location of the proposed cinema), St Martin's Centre in Caversham. On the basis that the proposals for Archway House are to provide a street level entrance including a change of use to B1 office, it is not considered appropriate that a trip generation is undertaken for this floor area as it would not generate any trips alone.
- 6.2 In addition, considering that the extant permission allowed for a Cinema in another Block it is considered that the trip generation for this has already been approved and is therefore not appropriate to include as part of this assessment.

Trip Rate and Trip Generation

- 6.3 The level of trips forecast to be generated by the new Cinema will use the trip rates as set out in the 2014 Transport Assessment submitted as part of Application 140997. The proposals for 51 Church Street represent a change of use from office and leisure to a 1,094 sqm Cinema (no uplift in floor area). It is envisaged that the gym will stay within the District Centre.
- 6.4 The trip rates provided within the 2014 Transport Assessment are reproduced in **Table 6.1** for convenience, alongside the forecast trip generation.

Table 6.1 Cinema Vehicle Trip Rates and Trip Generation*

	Vehicle Trip Rates			Vehicle Trip Generation		
	In	Out	Two Way	In	Out	Two Way
	Cinema (1,094 sqm)					
AM Peak (0730-0830)	0	0	0	0	0	0
PM Peak (1630-1730)	1.494	1.1	2.594	16	12	28
Weekend Peak (1230-1330)	2.885	2.463	5.347	32	27	58

*Trip Rates obtained from 2014 WYG Transport Assessment (ref: 140997)

- 6.5 **Table 6.1** demonstrates that the proposed development could generate 0 two-way vehicular trips in the AM peak period, 28 two-way vehicular trips in the PM peak period and 58 two-way vehicular trips during the weekend peak period.
- 6.6 Taking linked-trips and cross-visitation into consideration, it has been assumed that only 40% of these trips would be new to the network, with the remainder of trips linking with other visits to the District Centre and destinations within the St. Martins Centre. On this basis, the scheme is likely to generate 0 two-way vehicular trips in the AM peak period, 11 two-way vehicular trips in the PM peak period and 24 two-way vehicular trips during the weekend peak period which is considered to be an immaterial impact.



Traffic Impact Analysis

- 6.7 The main vehicular access to the St Martin's Centre will be via Archway Road which forms the existing site access / egress. Secondary service accesses are provided from Abbotsmead Place and onto Church Street via the lane to the west of the site. Due to the low level of service traffic likely to be generated, this review has considered all vehicles forecast to be generated using the main access and not the service accesses.
- 6.8 The net vehicle trip generation between the existing office and leisure use classes compared to the proposed cinema is set out in **Table 6.2**.

Table 6.2 Net Development Traffic

	Vehicle Trip Rates			Vehicle Trip Generation		
	In	Out	Two-Way	In	Out	Two-Way
Cinema (1,094 sqm) includes Cross-Visitation (40% new trips)						
AM Peak (0730-0830)	0	0	0	0	0	0
PM Peak (1630-1730)	1.494	1.1	2.594	6	5	11
Weekend Peak (1230-1330)	2.885	2.463	5.347	13	11	24
Leisure (612sqm)						
AM Peak (0730-0830)	0.807	1.000	1.807	5	6	11
PM Peak (1630-1730)	1.973	0.973	2.946	12	6	18
Weekend Peak (1230-1330)	0.600	0.600	1.200	4	4	7
Office (482sqm)						
AM Peak (0730-0830)	0.913	0.103	1.016	4	0	5
PM Peak (1630-1730)	0.149	1.07	1.22	1	5	6
Weekend Peak (1230-1330)	0.00	0.00	0.00	0	0	0
Net Development Traffic (Proposed Cinema minus extant relocated Office and Leisure)						
AM Peak (0730-0830)	n/a	n/a	n/a	-9	-6	-15
PM Peak (1630-1730)	n/a	n/a	n/a	-7	-6	-13
Weekend Peak (1230-1330)	n/a	n/a	n/a	+8	+7	+15

- 6.9 **Table 6.3** shows that that the proposed development will generate a decrease of 15 two-way vehicular trips in the AM peak period and a 13 two-way vehicular trip decrease in the PM peak period when compared to the office and leisure use. During the weekend peak period there is a net increase of 15 two-way trips.
- 6.10 It is considered that this will not be detrimental to the operation or safety of the wider highway network. The reason being that the development represents a worst-case average net increase of 15 additional two-way vehicle trips during the Saturday peak and a decrease in the weekday. The level of traffic generated by the proposed development is therefore considered to be negligible.
- 6.11 A review has been undertaken of the Gosbrook Road / Archway Road / South Street / Church Road junction, through which the majority of development trips will pass. The junction benefits from good



levels of visibility on entry and egress particularly in the context of the 30mph speed limit that applies in this location.

- 6.12 Consideration has been given to the traffic distribution assessments provided within the Transport Assessment Addendum submitted under the previous Application (ref: 140997). The assessments concluded that approximately 70% to 80% would be travelling through the Gosbrook Road / Archway Road / South Street / Church Road junction.
- 6.13 The development traffic associated with the Site will not result in any significant impacts on the operation of the local highway network. In the context of the National Planning Policy Framework, the residual cumulative impacts of the development will not be severe.



7 Summary and Conclusion

Summary

- 7.1 WYG has been commissioned by Hermes Property Unit Trust to prepare a Transport Statement in support of a planning application for the regeneration of the St. Martins Centre, Caversham.
- 7.2 The detailed proposals are for a full application for the change of use of part of the upper floors of 51 Church Street, Reading (above Waitrose) and creation of new street level entrance to deliver a three-screen cinema complex (D2) and the change of use ground floor of Archway House (west) to B1(a) office (to provide an entrance to the upper floors). It is pertinent to note that this application is not a relocation of the existing approved Cinema and, on this basis, whilst unlikely to come forward the report and assessment accounts for the provision of two cinemas.
- 7.3 A trip generation analysis has been undertaken and has determined that the proposed development will generate a decrease of 15 two-way vehicular trips in the AM peak period and a 13 two-way vehicular trip decrease in the PM peak period when compared to the office and leisure use. During the weekend peak period there is a net increase of 15 two-way trips.
- 7.4 It is considered that this will not be detrimental to the operation or safety of the wider highway network. The reason being that the development represents a worst-case average net increase of 15 additional two-way vehicle trips during the Saturday peak and a decrease in the weekday. The level of traffic generated by the proposed development is therefore considered to be negligible.
- 7.5 The proposals provide suitable vehicle, pedestrian and cycling access and the proposed level of vehicular and cycle parking provision is considered both reasonable and appropriate, particularly considering the Masterplan provided an over-provision of parking.

Conclusion

- 7.6 It is considered that the development of the site associated development traffic will not result in any significant impacts on the operation of the local highway network. In the context of the National Planning Policy Framework, the residual cumulative impacts of the development will not be severe.



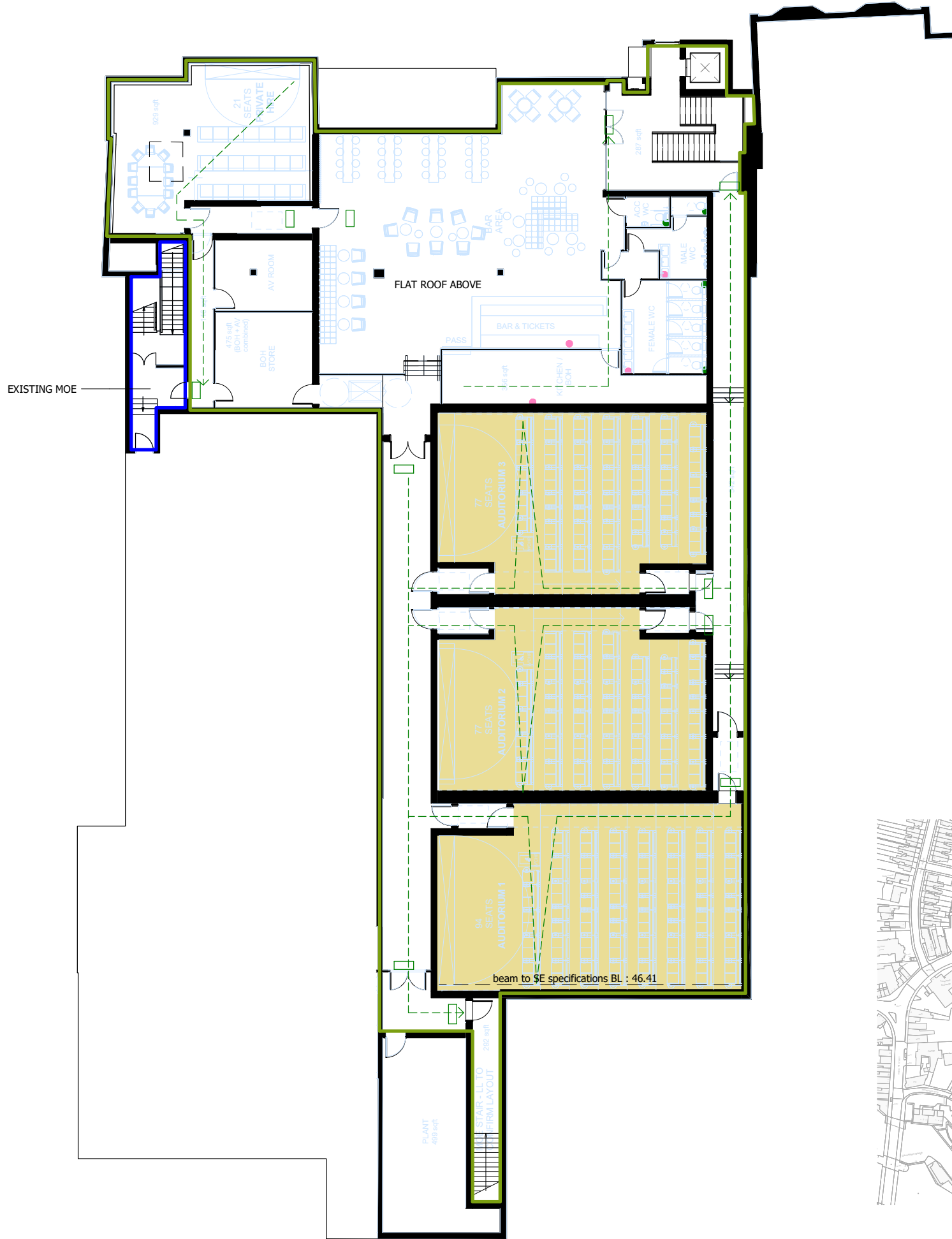
Appendix A

PROPOSED FIRST FLOOR PLAN

0m 2.5m 5m 7.5m 10m 12.5m

VISUAL SCALE 1:250 @ A3

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01 First Floor - Lease

1 : 250

The scaling of this drawing cannot be assured

Revision		Date	Dm	Ckd
A	Updated drawing according to Everyman.	07.06.19	SP	RP
B	Layout updates	04.09.19	AW	RP
C	Updated based on comments received from DB 03/09	10.09.19	SP	RP
D	Demise and Rental Boundry Updated	13.09.19	SP	RP
NOTE	Layout revisions	30.09.19	SP	RP

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS AND CONSULTANTS DRAWINGS
2. DO NOT SCALE OFF THIS DRAWING
3. ANY DISCREPANCIES FOUND ON THIS DRAWING ARE TO BE BROUGHT TO IMMEDIATE ATTENTION OF THE ARCHITECT
4. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH RISK ASSESSMENT DOCUMENTATION AND FIRE STRATEGY INFORMATION
5. DRAWINGS ARE PROVIDED FOR LEGAL REQUIREMENTS ONLY AT THIS STAGE AND SUBJECT TO DETAIL DESIGN AND THEREFORE SUBJECT TO FURTHER REVIEW. ALL PARTIES TO SATISFY THEMSELVES THAT DRAWINGS AND DIMENSIONS SATISFY THE END USER/TENANTS CRITERIA
6. ALL DIMENSIONS TO THE VERIFIED AND ALLOWANCE FOR STRUCTURAL DEVIATIONS/TOLERANCES
7. FINAL SPECIFICATION FOR MATERIALS TO BE CLARIFIED AT DETAIL DESIGN STAGE. MATERIALS AND WORKMANSHIP ARE TO COMPLY WITH ALL THE RELEVANT AND CURRENT BRITISH AND EN STANDARDS AND CODES OF PRACTICE - ALL PROPRIETARY PRODUCTS SHALL BE USED STRICTLY IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.
8. DRAWINGS ARE BASED ON SURVEY INFORMATION PROVIDED BY OTHERS.

- CIRCULATION
- CINEMA
- BIN STORE
- 100 Ø DRAINAGE SVP
- 100 Ø DRAINAGE SVP ABOVE
- 100 Ø DRAINAGE POP - UP
- 50 Ø DRAINAGE POP - UP
- ESCAPE ROUTE
- FIRE EXIT SIGN
- DEMISE BOUNDARY
- RENTAL BOUNDARY
- RIGHTS OF ACCESS
- PLANT BOUNDARY
- EXISTING MEANS OF ESCAPE
- FIT-OUT BY TENET
- ROOF PLANT BY TENET

LEASE AREA:

GROUND FLOOR - 14 m², 147 ft²

FIRST FLOOR - 985 m², 10606 ft²

ROOF FLOOR PLAN - 550 m², 5920 ft²

**DRAFT
LEGAL**

Project

Block E
Caversham

Drawing Title

Proposed Demise First Floor
Plan

Date	Scale	Drawn by	Check by
06/26/19	As indicated @ A3	AW	RP
Project No	Drawing No		Revision
29954	L-03		E

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