

Scenario Architecture

17-27 Queen Victoria Street, RG1 1SY Transport Statement

July 2018



Contents:

1. Introduction
2. Context
3. Policies
4. Conclusion

Scenario Architecture Limited (registered in England and Wales)
Company registration: 8661926 Registered office: 35 Ballards Lane, London, N3 1XW

Trading office:
10a Branch Place,
T: + 44(0)207 686 3445
N1 5PH, London
E: info@scenarioarchitecture.com
W: www.scenarioarchitecture.com

Introduction:

1. This Statement has been prepared by Scenario Architecture to accompany the full planning application for the change of use and conversion to 19 serviced apartments (C1) of part of a Grade II listed buildings on Queen Victoria Street, which is a pedestrian street. For more information see Location and Block plan.

Context area:

2. Zone 1, the Central Core Area of Reading.

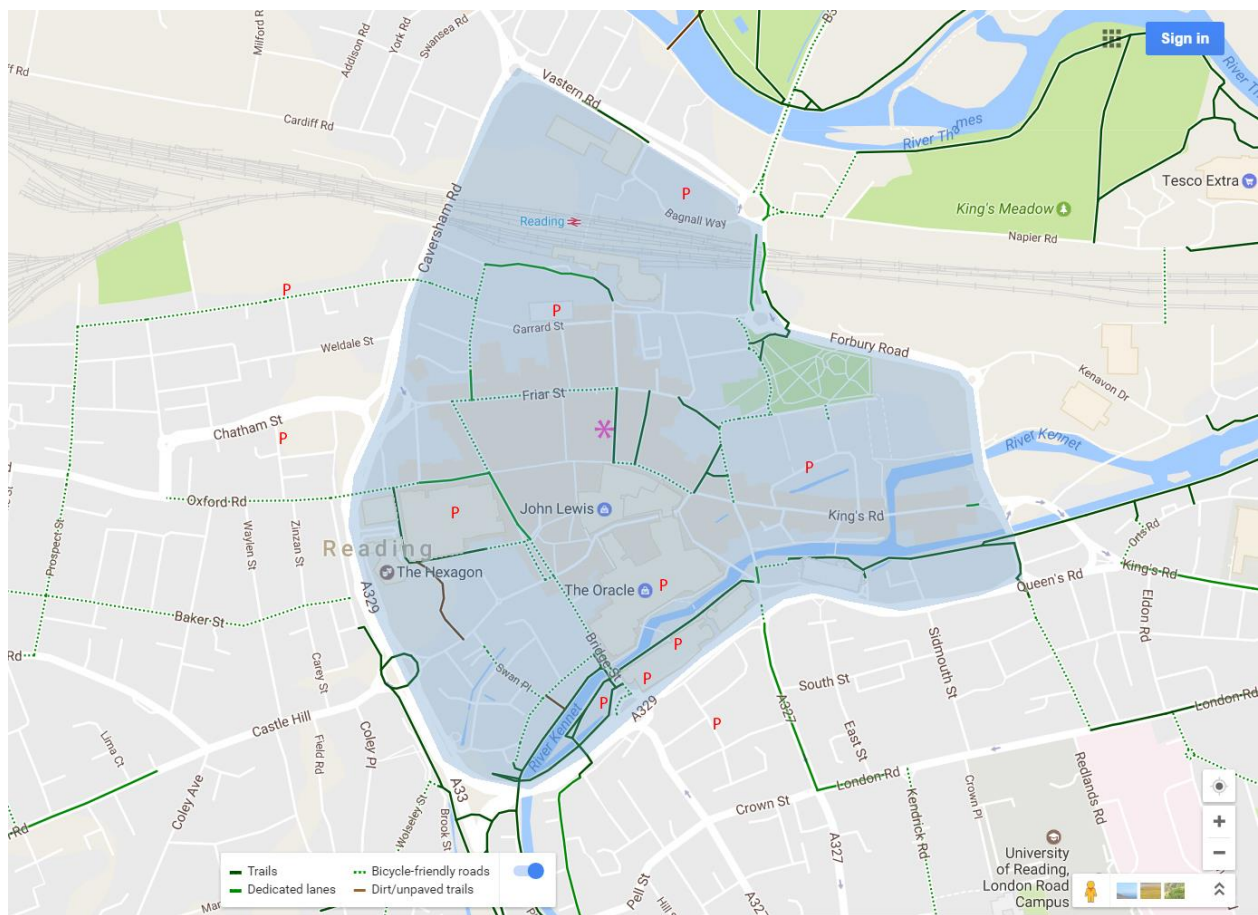


Fig1. Central Core area of Reading (parking and bicycle routes)

Scenario Architecture Limited (registered in England and Wales)
Company registration: 8661926 Registered office: 35 Ballards Lane, London, N3 1XW

Trading office:
10a Branch Place,
T: + 44(0)207 686 3445
N1 5PH, London
E: info@scenarioarchitecture.com
W: www.scenarioarchitecture.com

According to the Revised Parking Standards and Design Supplementary planning document: 'This area lies at the very heart of Reading Borough, consisting primarily of retail and commercial office developments, with limited residential. The area is defined as having the best transport hubs, with both the main railway station and also bus interchanges at the station and within Friar Street and other streets surrounding the town centre. This area also contains the largest proportion of public car parking spaces. Further development in this area is anticipated to be of a similar nature to the existing provision, but will include some high-density residential. Typically retail units generate shorter term parking and in core areas commercial office facilities can be served well by rail and bus links.'

RBC's strategy towards transportation and parking is to try and minimize the use of cars and guide the people towards using sustainable methods of transportation, as stated in the Core Strategy, the Central Area Plan and the Parking Standards and Design Supplementary.

Reading Borough Council Policies:

3. The location of the site allows the scheme to be car free and comply with Policies:

3.1 CS4: *Accessibility and the Intensity of Development - requires development within the Borough to be close to services and facilities by walking, cycling and public transport.*

The new development aims to be a car free development. The nature of the units provided and the demand in the area focus on young professional residents that will use the public transportation as per the Reading Borough Council's recommendation:

Queen Victoria Street is a pedestrian street in close proximity (3-5min walk) to the Reading Train station for quick access to London Paddington (20min). From December 2019, two Elizabeth line trains (Crossrail) an hour will allow passengers to travel right through central London without having to change trains. The main railway station provides direct links to a number of local towns and villages as well as regional and nationally important centres throughout the UK. Adjacent to the railway station and within the town centre there are a number of public bus stops and interchange facilities, serving the wider Reading area and further afield within Berkshire and South Oxfordshire. A direct coach link to London Heathrow provides a viable alternative to driving.

The location within the city's centre allows for walking and cycling to any part of the city. Close proximity to Zone 1's 8 parking areas allows for visitors to not put additional strain to the traffic load of the areas.

3.2 CS23: *Sustainable Travel and Travel 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 schools, safe routes to parks and similar measures.

The Zone 1 context area lies in a pedestrianized centre of the city with direct access to many of the city's facilities – shops, supermarkets, restaurants, cafes, parks, all easily accessible on foot or on a bicycle. As a city centre the area does not host many schools however just on the boundary of Zone 1 rest many educational establishments within 8min walking distance. The residents of the new development will most surely rely on walking primarily and secondarily on cycling to move around the city centre as all services are gathered within a 10 to 15 minutes maximum walking distance.

The schools designated for Queen Victoria street are:

Primary - Katesgrove Primary School (12min walking, 4min cycling)

Secondary - The Bulmershe School (Wokingham) (easily accessible via bus or train 18-30min)

The Berkshire independent Hospital lies on a 25 minute walking distance, 9 minute cycling distance – bicycle friendly route, 12 minute public transport (Bus)

3.3 CS24: *Car and Cycle Parking – maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.*

Cycling: A minimum of 0.5 ratio provision for cycle parking is required for 1 and 2 bedroom Units. This translates to 9 to 10 cycle parking spaces for the 19, 1 and 2 bed, units mix. The scheme provides two areas of 6 spaces each, with a future possibility of double height addition (up to 24 cycle spaces)

Conclusion:

4. It is demonstrated that the location of the site supports a car free development. Future guests at the serviced apartments will be making use of sustainable means of transportation, mainly walking and cycling for everyday activities as the area provides for all necessities in its close proximities. Also the site is very well connected with other national and international networks (Heathrow, London Paddington, etc.)

On Behalf of Scenario Architecture

Theofanis Anastasiadis

Architect, RIBA Chartered

Scenario Architecture Limited (registered in England and Wales)
Company registration: 8661926 Registered office: 35 Ballards Lane, London, N3 1XW

Trading office:
10a Branch Place,
T: + 44(0)207 686 3445
N1 5PH, London
E: info@scenarioarchitecture.com
W: www.scenarioarchitecture.com