



29-32 Market Place and 173-175 Friar Street
Reading

Transport Statement

For

Sonic Star Properties

Document Control Sheet

Transport Statement

29-32 Market Place and 173-175 Friar Street, Reading

Sonic Star Properties Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
25/01/2018	Draft	KL	DL
05/02/2018	Final	KL	DL
23/02/2018	Final Rev A	KL	DL

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1.0 Introduction

- 1.1 Motion has prepared this Transport Statement on behalf of Sonic Star Properties Limited in relation to development proposals at the 29-32 Market Place and 173-175 Friar Street, Reading.
- 1.2 The site is located to the west of Market Place and the south of Friar Street with predominantly retail and commercial uses in the immediate vicinity of the site. The shops of Broad Street and the Oracle are approximately 250 metres to the south in Reading core town centre, whilst Reading station is approximately 350 metres to the north.
- 1.3 The site currently provides a mixture of office and retail uses and comprises a total of 3,389 square metres of floorspace. The proposals comprise the demolition of existing buildings at 173-175 Friar Street and those to the rear of the listed buildings at Market Place and construction of a new mixed-use building, along with refurbishment and change of use of the building fronting Market Place. The development would provide a total of 43 residential units, 1,603 square metres of retail space and 4,212 square metres of office space. The proposals would be car-free, with no on-site parking provided and include the retention of the existing pedestrian route.
- 1.4 A Travel Plan Statement has also been prepared to encourage sustainable travel choices at the site and is submitted under separate cover.
- 1.5 This Transport Statement considers the highways and transport matters associated with the development proposals. The remainder of this report comprises:
 - ▶ Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
 - ▶ Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
 - ▶ Section 4 provides an overview of the proposed development;
 - ▶ Section 5 assesses the person trip attraction of the development proposals and its effect on the local highway network; and,
 - ▶ Section 6 summarises the key findings and conclusions of the report.

2.0 Policy Context

2.1 This section summarises the relevant transport policy documents against which the development proposals would be considered at a national, regional and local level. The most relevant policy documents relating to this study are detailed below:

- ▶ National Planning Policy Framework (March 2012);
- ▶ Reading BC Core Strategy – with alterations January 2015 (January 2008);
- ▶ Reading Detailed Sites and Policies Document (October 2012); and,
- ▶ Reading BC Revised Parking Standards and Design SPG (October 2011).

National Planning Policy Framework (March 2012)

2.2 The National Planning Policy Framework (NPPF) was published in March 2012. The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 29 of the NPPF states that:

2.3 *"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."*

2.4 Paragraph 32 states that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

2.5 In order to promote opportunities for the use of sustainable travel, the NPPF advises that:

- ▶ *"developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies;*
- ▶ *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- ▶ *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- ▶ *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport."*

Reading BC Core Strategy – with alterations since 2008 (January 2015)

2.6 The Core Strategy was adopted in January 2008 and now incorporates alterations adopted in January 2015. The document outlines the planning strategy for the Borough for the period until 2023.

2.7 Policy CS22 considers the accessibility aims of new development, stating:

"Planning permission will not be granted unless development proposals 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 an agreed transport assessment submitted as part of the application."

2.8 Policy CS24 considers parking standards and notes that these will vary based upon the accessibility of a site. The Policy states the following:

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2.8 Policy CS24 considers parking standards and notes that these will vary based upon the accessibility of a site. The Policy states the following:

“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.”

Reading Detailed Sites and Policies Document (October 2012)

2.9 The Detailed Sites and Policies Document has been developed alongside the Core Strategy to provide additional guidance to developers within Reading.

2.10 Policy DM12 considers access, traffic and highways, stating:

“In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment. Development will only be permitted where: -

- ▶ *Accesses and works to the highway comply with the adopted standards of the Transport Authority³⁷;*
- ▶ *The development would not have a material detrimental impact on the functioning of the transport network;*
- ▶ *The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- ▶ *The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- ▶ *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.”

Reading BC Revised Parking Standards and Design SPG (October 2011)

2.11 The Reading Borough Council Revised Parking Standards and Design Supplementary Planning Guidance was adopted in October 2011 and outlines the enforced standards across the Borough using a zonal approach. Table 2.1 outlines the relevant vehicle and cycle parking standards, as the site is in central Reading, all standards quoted are for Zone 1, Central Core Area.

	Vehicle (maximum)	Cycle (minimum)
Retail (A1) – Non-Food	Public parking will be provided in line with RBC's current parking strategy	1 space per 6 staff and 1 space per 300sqm
Retail (A1) – Food		
Public House (A4)		
Office (B1a)	1 space per 250sqm	1 space per 200sqm
Residential (C3) – 1 and 2 bed flats	0.5 spaces per unit	0.5 spaces per unit

Table 2.1 Reading Borough Council Parking Standards

2.12 With regard to residential parking below the maximum vehicle standard, it is stated that:

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

3.0 Baseline Conditions

Site Location

- 3.1 The site is located to the west of Market Place and the south of Friar Street with predominantly retail and commercial uses in the immediate vicinity of the site. The shops of Broad Street and the Oracle are approximately 250 metres to the south while Reading station is approximately 350 metres to the north.
- 3.2 The site location in relation to the local area is shown in [Figure 3.1](#).

Local Highway Network

- 3.3 Market Place forms the eastern boundary of the site and is a single one-way carriageway operating in a broadly north-south configuration. Market Place is subject to traffic restrictions allowing buses and taxis to use the route. Market Place has double yellow line restrictions along both sides.
- 3.4 To the north of the site Blagrove Street becomes Friar Street, a one-way route operating in an east-west configuration between Blagrove Street and Station Road. Station Road offers access to the A329 Forbury Road to the north east. Friar Street is subject to extensive double yellow line restrictions on both sides.

Sustainable Transport Accessibility

- 3.5 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Chartered Institute of Highways and Transportation (CIHT) have prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments.
- 3.6 Whilst now superseded, PPG13 also recognised the potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips. It was suggested that these short trips where those under 5km, this guidance still provides a useful benchmark for commutable distance.

Accessibility by Foot

- 3.7 The site is accessible on foot with several pedestrianised routes in the immediate vicinity including a convenient link between Market Place and Broad Street as well as vehicle free routes to Forbury Gardens to the north east. Further car free routes operate throughout Reading town centre connecting Garrard Street to the north with the Oracle shopping centre to the south.
- 3.8 A signalised pedestrian crossing is located to the east of the site creating a safe link to bus stops on the eastern side of Market Place. A further signalised crossing is located at the junction of Station Road and Friar Street offering a convenient route to the station.
- 3.9 A range of shops and services are within walking distance of the site, a summary of these is shown in [Table 3.1](#) and illustrated in [Figure 3.2](#).

Amenity	Walking / Cycling Distance (m)
Kendrick School	800m
Katesgrove Primary School	1,100m
Reading School	1,700m
University of Reading, Whiteknights Campus	2,300m
University of Reading, London Road Campus	1,000m
Royal Berkshire Hospital	1,500m
Melrose Surgery	1,100m
Friar Street Dental Practice	<100m
Boots Pharmacy	250m
Tesco Extra	1,200m
Aldi	950m
Sainsbury's	300m
Reading Central Library	300m
Post Office	<100m
Rivermead Leisure Complex	1,800m
The Oracle Shopping Centre	250m

Table 3.1 Distance to Local Amenities

Accessibility by Cycle

- 3.10 Reading benefits from a number of local cycle routes which connect through central Reading in the vicinity of the application site. These routes comprise a mixture of on-road, off-road and quiet routes linking the centre of Reading to the university campuses, Whitley, Tilehurst and Royal Berkshire Hospital.
- 3.11 There are existing public cycle stands to the immediate north of the site with space for up to 16 cycles. Further cycle parking is available at Reading station totalling 344 spaces.
- 3.12 It is evident that the site is situated within a convenient walk or cycle of a range of local shops, services and public transport facilities. The Transport Statement supporting a planning application will provide a detailed review of the walking and cycling facilities in the vicinity of the site.

Accessibility by Bus

- 3.13 The nearest bus stops to the site are located within 100 metres of the eastern boundary on Market Place. The stops on Market Place are served by a total of 37 different bus services, highlighting the central and highly accessible location of the site.
- 3.14 From Market Place the buses operate to destinations including: Wokingham, Aldershot, Reading International Business Park and Reading University, among others. A summary of the bus services from Market Place with regard to the direction of travel is shown in Table 3.2 and a copy of the local bus maps is provided at [Appendix A](#).

Direction	Services
North	16 17 18 23 24 25 28/28a 29 33/33a 143 153 800 850 921 922
South	2/2a 7 8 9 10 11 21/21a 40 50/50a/50b 52 53/53b/53x 60/60a/60b/60e/60m/60x 62/62a 154
East	3 4 12 13 14 19a/19b/19c 26 127 128 129 244 500 981 991
West	1 15

Table 3.2 Local Buses by Direction of Travel

- 3.15 Reading further benefits from Heathrow Rail Air bus services operating from the train station and National Express services direct to London Victoria Coach Station.

Accessibility by Rail

- 3.16 Reading station is located approximately 350 metres to the north of the application site and offers a range of rail services connecting to destinations including London Paddington, Swansea, Manchester and Gatwick Airport. The station benefits from a taxi rank, cycle parking provision and a multi-storey car park.

Car Club

- 3.17 Car Clubs can help to reduce car ownership by offering the convenience of a car, without the costs of repairs, servicing, insurance and parking. The nearest car club vehicle is located approximately 450 metres to the north in the NCP Car Park on Garrard Street and is operated by Carvenient Club. A further car club bay is located approximately 800 metres to the south west on Fobney Street, also operated by Carvenient Club.

Summary

- 3.18 It is evident that the application site is situated in a highly accessible location and benefits from access to a range of public transport opportunities with Reading train station and local bus stops within close proximity of the site. In addition, the site is well served by pedestrian and cycle routes and there are a wide range of shops and services within a short walk or cycle of the site.

4.0 Development Proposals

- 4.1 The proposals comprise the redevelopment of the site to provide a total of 43 residential units, 1,603 square metres of retail space and 4,212 square metres of office space. The proposals would be car-free, with no on-site parking provided and include the creation of a new courtyard and pedestrian route. Drawings detailing the proposed site layout are attached at [Appendix B](#).

Access

- 4.2 The proposed development will be car-free with no car parking provided on site. As such there is no vehicle access to the site. Pedestrian and cycle access to the site is provided from the Market Place and Friar Street frontages of the site.

Parking

- 4.3 The proposed development will be car-free with no car parking provided on site. Given the highly accessible town centre location of the site, the proposals for a car-free development are considered appropriate and in accordance with local planning policy. Pre-application advice provided by Reading Borough Council has confirmed that the proposals for a car-free development are acceptable.
- 4.4 Cycle parking for all proposed uses with a mixture of long-stay staff and resident parking and short stay visitor parking, with dedicated parking for each retail unit.
- 4.5 A total of 107 cycle parking spaces will be provided, which is in excess of the Reading Borough Council minimum cycle parking standards.

Servicing and Refuse Collection

- 4.6 With regard to servicing and deliveries, as there is no vehicle access to the site it is proposed to utilise the existing on-street loading opportunities in the vicinity of the site to undertake loading and deliveries, including refuse collection, as per the past use of the site.
- 4.7 [Figure 4.1](#) highlights the loading opportunities in the vicinity of the site. There is an existing loading bay on the western side of Market Place directly adjacent to the application site. This provides the opportunity for vehicles to stop and load/unload in close proximity to the application site. The loading bay is situated off-street and therefore allows a vehicle to stop and load/unload without affecting the free flow of traffic, including buses, on Market Place. Vehicle access to Market Place is restricted between the hours of 07:00-11:00 and 16:00-19:00, such that loading and deliveries would only be able to be undertaken from the Market Place loading bay outside these hours.
- 4.8 There are alternative loading opportunities Friar Street and Blagrove Street in close proximity to the site. A loading bay is provided on Blagrove Street north of the application site and this allows loading to be undertaken throughout the day. The loading bay is off street and therefore allows a vehicle to stop and load/unload without affecting the free flow of traffic on Blagrove Street. There is a further kerbside loading opportunity on Friar Street, west of the application site which also allows loading to be undertaken throughout the day. The carriageway width of Friar Street is sufficient to enable a vehicle to stop and load/unload without affecting the free flow of traffic on Friar Street.
- 4.9 Refuse associated with the proposed residential units and office space will be stored within basement bins store. On the day of collection building management will be responsible for transferring bins from the basement store to a temporary holding area at the external ground floor level within the site. Refuse collection operatives would trolley bins from the temporary holding area to a refuse vehicle stopped in the loading bay on Market Place. Following collection, building management would be responsible for transferring bins back to the basement bin store.
- 4.10 Refuse associated with the proposed retail units will be stored within individual bins store. For retail bins stores which are not externally accessible, building management will be responsible for the transfer of bins to a temporary holding area at the external ground floor level within the site and return to bin stores following collection.

5.0 Effect of Development

- 5.1 This section of the report considers the effect of the development on the local transport network and considers the net change in the person trips associated with the development.
- 5.2 Where appropriate, the TRICS database has been interrogated in order to quantify the levels of total person trips that are likely to be associated with both the existing and proposed land uses.

Retail Use

- 5.3 Although currently vacant, the site currently provides approximately 1,585 square metres of A1/A2/A4 retail/bank/public house floorspace.
- 5.4 The development proposals would provide a total of 1,603 square metres of retail uses across 8 units including a public house. The development would therefore result in a slight increase of 18 square metres of retail use at the site in comparison with existing use. As such, it is envisaged that the proposed retail use would result in negligible change in person trips associated with the retail use at the site.
- 5.5 Notwithstanding the slight increase in retail use at the site, it is evident that the site is situated in a highly accessible town centre location, with a range of existing retail and commercial destinations in close proximity of the site. As such it is envisaged that person trips associated with proposed retail use would be drawn from existing trips already being undertaken in the locality and it would be unlikely that the development would attract additional person trips to the area.

Existing Office Use

- 5.6 Although currently vacant, the existing buildings on site provide approximately 1,803 square metres of B1 office space. As such, to consider the total person trips associated with the existing office space on site, should it be reoccupied, the following search parameters have been applied to the TRICS database:

- ▶ Land Use – Employment, Office
- ▶ Regions – England (excluding Greater London)
- ▶ Selected Days – Weekdays

- 5.7 Copies of the relevant TRICS output reports are provided at [Appendix C](#), while a summary of the trip rate and subsequent trip attraction during the peak hours is provided in Table 5.1.

	Trip Rate (per 100sqm)			Total Person Trips (1,803sqm)		
	In	Out	Total	In	Out	Total
AM Peak 0900-1000	2.073	0.166	2.239	37	3	40
PM Peak 1700-1800	0.194	1.954	2.148	3	35	38

Table 5.1 Existing Office Trips

- 5.8 Table 5.1 demonstrates that the existing office use on site could attract 40-person trips during the morning peak hour and 38-person trips during the evening peak hour.

Proposed Office Use

- 5.9 The proposals include provision of 4,212 square metres of office space. A summary of the trip rates and subsequent trip attraction during the peak hours is provided in Table 5.2.

	Trip Rate (per 100sqm)			Total Person Trips (4,212sqm)		
	In	Out	Total	In	Out	Total
AM Peak 0900-1000	2.073	0.166	2.239	87	7	94
PM Peak 1700-1800	0.194	1.954	2.148	8	82	90

Table 5.2 Proposed Office Trips

- 5.10 Table 5.2 demonstrates that the proposed office space could generate 94-person trips during the morning peak hour and 90 during the evening peak hour.

Proposed Residential Use

- 5.11 The development proposals include 43 residential units. In order to derive trip rates for these units, the following TRICS parameters have been used:
- ▶ Land Use – Residential, Flats, Privately Owned
 - ▶ Regions – England (excluding Greater London)
 - ▶ Selected Days – Weekdays
- 5.12 It is noted that the proposals include the provision of 13 affordable units, however in order to provide a worst-case scenario all 43 units have been assessed as privately owned. Copies of the relevant TRICS output reports are provided at [Appendix D](#), while a summary of the trip rate and subsequent trip attraction during the peak hours is provided in Table 5.3.

	Trip Rate (per unit)			Total Person Trips (43 units)		
	In	Out	Total	In	Out	Total
AM Peak 0800-0900	0.080	0.396	0.476	3	17	20
PM Peak 1700-1800	0.469	0.209	0.678	20	9	29

Table 5.3 Proposed Residential Trips

- 5.13 Table 5.3 demonstrates that the residential units could generate 20-person trips during the morning peak hour and 29-person trips during the evening peak hour.

Net Change in Trips

- 5.14 The development proposals result in slight increase of 18 square metres in retail floorspace at the site in comparison with existing use. As such, it is envisaged that the proposed retail use would result in negligible change in person trips associated with the retail use at the site
- 5.15 A summary of the anticipated net change in person trips as a result of the increase in office floorspace and residential units is presented in Table 5.4.

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Existing	37	3	40	3	35	38
Proposed	90	24	114	28	91	119
Net Change	+53	+21	+74	+25	+56	+81

Table 5.4 Net Change in Trips

- 5.16 Table 5.4 demonstrates that the proposals are likely to result in an increase of 74 person trips during the morning peak hour and 81 trips during the evening peak hour. As the site is located in a highly accessible town centre location it is considered that these trips will be undertaken using a range of transport modes and as such will not result in an adverse impact on the transport network in the vicinity of the site. As such no further assessment or mitigation measures are considered necessary.

6.0 Summary and Conclusions

- 6.1 Motion has prepared this Transport Statement on behalf of Sonic Star Properties Limited in relation to development proposals at 29-32 Market Place and 173-175 Friar Street, Reading.
- 6.2 The site is located to the west of Market Place and the south of Friar Street with predominantly retail and commercial uses in the immediate vicinity of the site. The shops of Broad Street and the Oracle are approximately 250 metres to the south while Reading station is approximately 350 metres to the north.
- 6.3 The site currently provides a mixture of office and retail uses and comprises a total of 3,389 square metres of floorspaces. The proposals comprise the demolition of existing buildings at 173-175 Friar Street and those to the rear of the listed buildings at Market Place and construction of a new mixed-use building, along with refurbishment and change of use of the building fronting Market Place. The development would provide a total of 43 residential units, 1,603 square metres of retail space and 4,212 square metres of office space. The proposals would be car-free, with no on-site parking provided and include the creation of a new courtyard and pedestrian route.
- 6.4 This Transport Statement has demonstrated the following:
- ▶ The development proposals accord with national, regional and local planning policy and guidance;
 - ▶ The site is situated in a town centre location and is highly accessible by a range of modes of transport including foot, cycle and public transport;
 - ▶ The development will be car free and as such no on-site car parking is proposed;
 - ▶ Cycle parking will be provided on-site in accordance with local standards;
 - ▶ All delivery and servicing activities can be accommodated on-street in the vicinity of the site; and,
 - ▶ The proposals will not result in a material effect on the local highway network.
- 6.5 Based on the above, it is concluded that the proposals accord with national, regional and local planning policy and can be accommodated without detriment to the local transport network. As such, it is considered that there is no reason why the proposals should be resisted or refused on traffic or transport grounds.

Figures



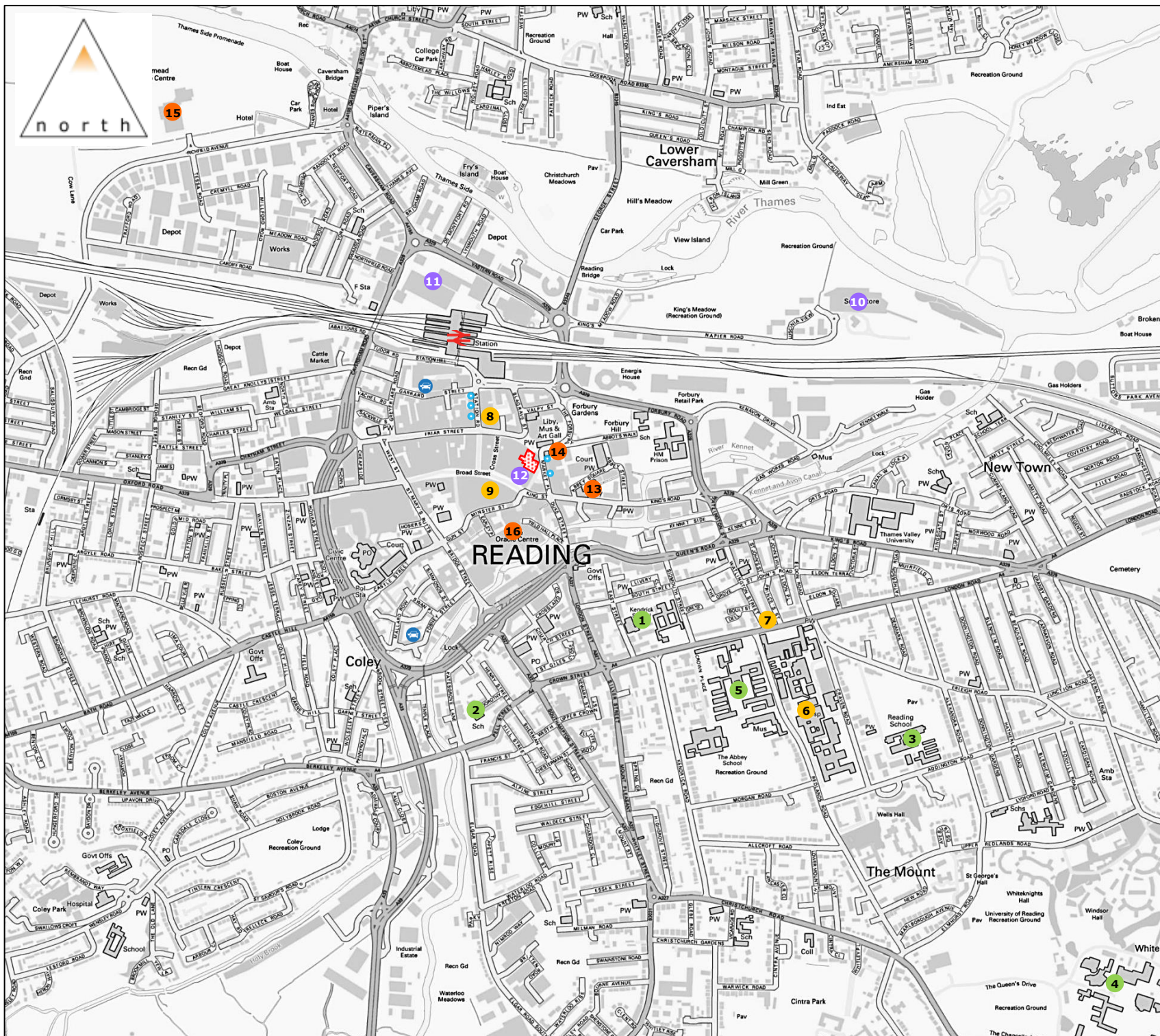
Legend:

-  Local Bus Stop
-  Car Club Vehicle
-  Train Station
-  Site Location

Bristol and West Arcade and 27-32 Market Place,
Reading

Figure 3.1 Site Location Plan

Not to Scale



Legend:

- 1 Kendrick School
- 2 Katesgrove Primary School
- 3 Reading School
- 4 University of Reading, Whiteknights Campus
- 5 University of Reading, London Road Campus
- 6 Royal Berkshire Hospital
- 7 Melrose Surgery
- 8 Friar Street Dental Practice
- 9 Boots Pharmacy
- 10 Tesco Extra
- 11 Aldi
- 12 Sainsbury's
- 13 Reading Central Library
- 14 Post Office
- 15 Rivermead Leisure Complex
- 16 The Oracle Shopping Centre

Bus Stop

Car Club Vehicle

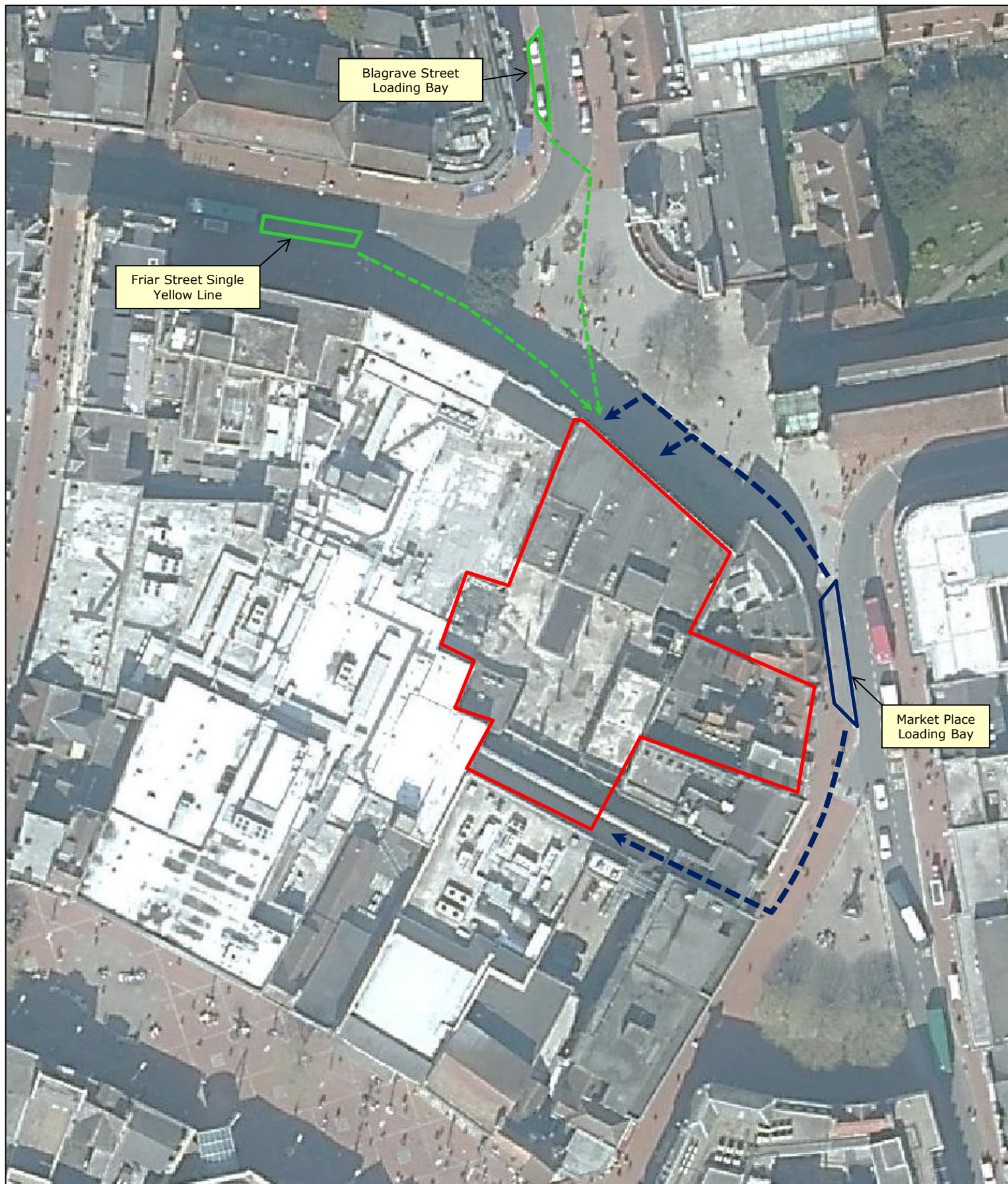
Train Station

Site Location

Bristol and West Arcade and 27-32
Market Place,
Reading

Figure 3.2 Local Amenities Map

Not to Scale



Legend:

-  Primary Loading Bay (restricted 0700-1100, 1600-1900)
-  Primary Trolleying Route
-  Secondary Loading Bay (restricted 0700-1800)
-  Secondary Trolleying Route
-  Extent of Site

Bristol and West Arcade and 27-32 Market Place,
Reading

Figure 4.1 Proposed Servicing and Delivery Arrangement

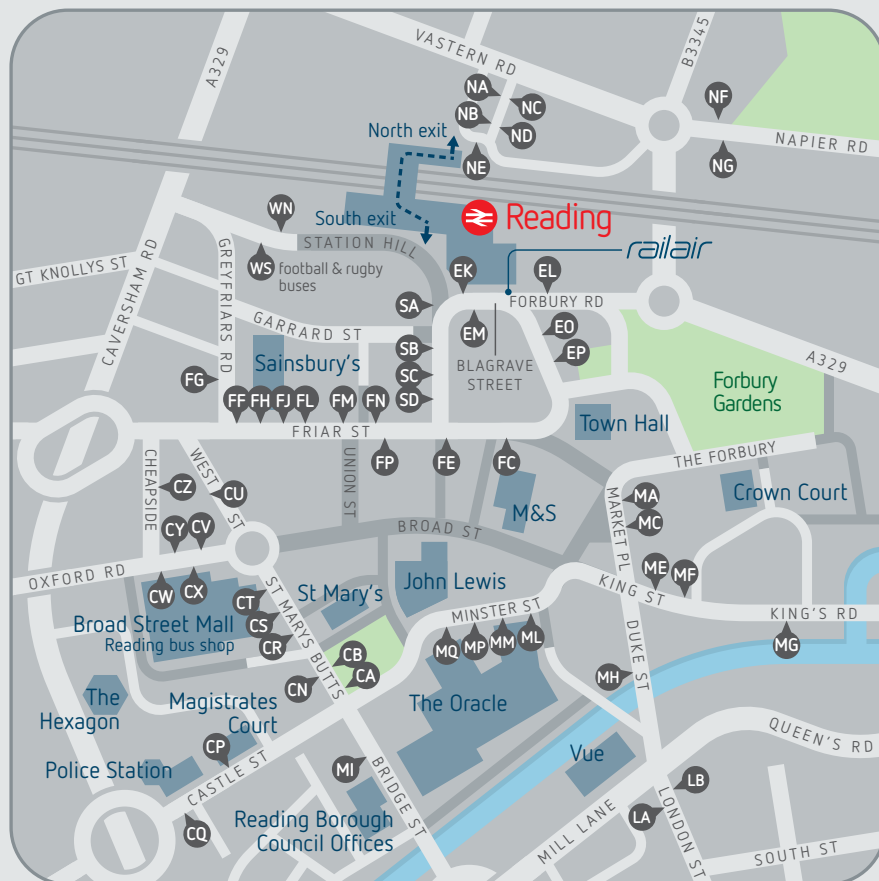
Not to Scale

Appendix A

Bus Map

where to catch your bus in Central Reading

Readingbuses



download the Reading Buses app

buy mobile tickets, plan your journey &
get live bus times on your phone



route

jet black	1
lime	2 2a
leopard	3
leopard	X3
lion	4, X4
emerald	5
emerald	6 6a
scarlet	9
bronze	11
leopard	10
orange	12
orange	13 14
sky blue	15 15a
sky blue	16
purple	17
purple	17
nineteens	19a 19b 19c
claret	21 21a
pink	22
pink	23
pink	24
pink	25
yellow	26
pink	27
shuttle	29
royal blue	33 33a
Winnersh Triangle park & ride	500
Mere oak park & ride	60
greenwave	40-60
community link	18 28

towards

Theale/Thatcham/Newbury
Burghfield/Mortimer/Tadley
+ RBH/Arborfield/Wokingham
Shinfield Park (Direct)
College/Wokingham/Bracknell
Northumberland Ave
Whitley Wood/Tesco depot
+ RBH/Shinfield Park
Coley Park
+ RBH/Spencers Wood
College/Woodley Centre
College/Woodley Centre/Woodley/Woodley Green
Tilehurst/Dee Park/IKEA
Purley
College/Wokingham Road (Three Tuns)
College/Tilehurst (Water Tower)
+ RBH/ UoR/Woodley or Lower Earley
UoR/Lower Earley
Caversham Heights
Caversham Park
Emmer Green
Sonning Common/Peppard Common
Calcot
Lower Caversham via Caversham Centre
Lower Caversham
Turnhams Farm/Tilehurst
Winnersh Triangle park & ride
Mere oak park & ride
Kennet Island/Green Park/ Madejski Stadium/RIBP
Purley/Tilehurst Triangle/Caversham/Calcot/ Tesco (Napier Road)

your bus stops

EP FP CA CQ
EP FP CA CQ
CR FM SA MA MF
EP FP
CT FN EO ME
MI CR CU SC MC
MI CR CU SC MC
CR FM SA MA MF
MI CR FM EO MC
CR FM SA MA MF
EM MF
EM MF
FE CX
FE CX
CY FN EO ME
MG MM CN CW
CR FM SA MA MF
CR CU EK MA
FL EL NA
FJ EL NA
FL EL NA
FJ EL NA
EK FP CA CQ
FJ EL
FJ EL
FE CB CQ
MQ CS FM EO MC
CS SD MC
CS SD MC
EP FP CA CB CQ
CU NF NG MP

railair

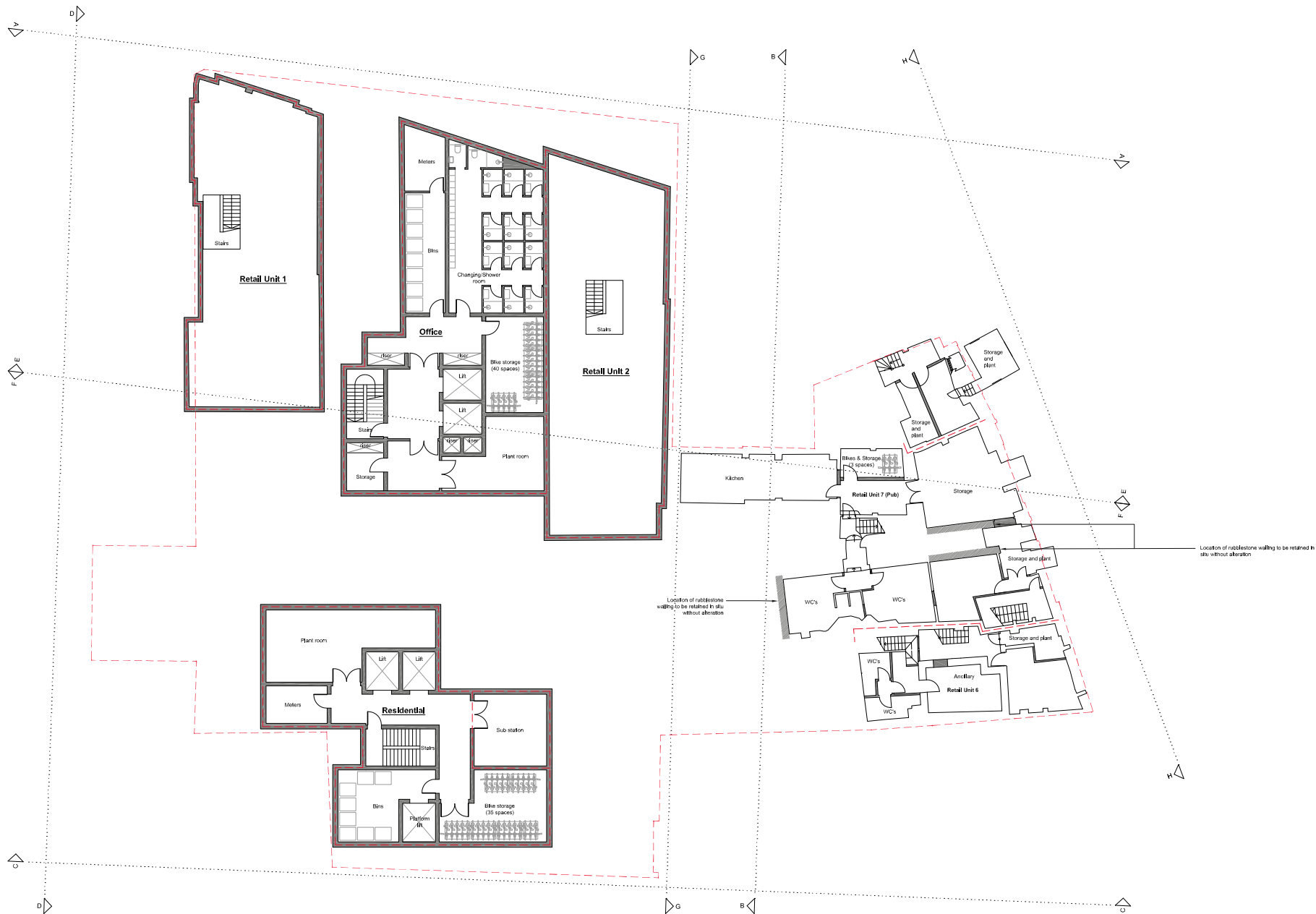
operated by First



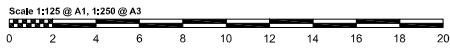
see map

Appendix B

Site Layout Plans



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REVISIONS:

A	19.01.2018	Layout amended
B	01.01.2018	Bin lift added

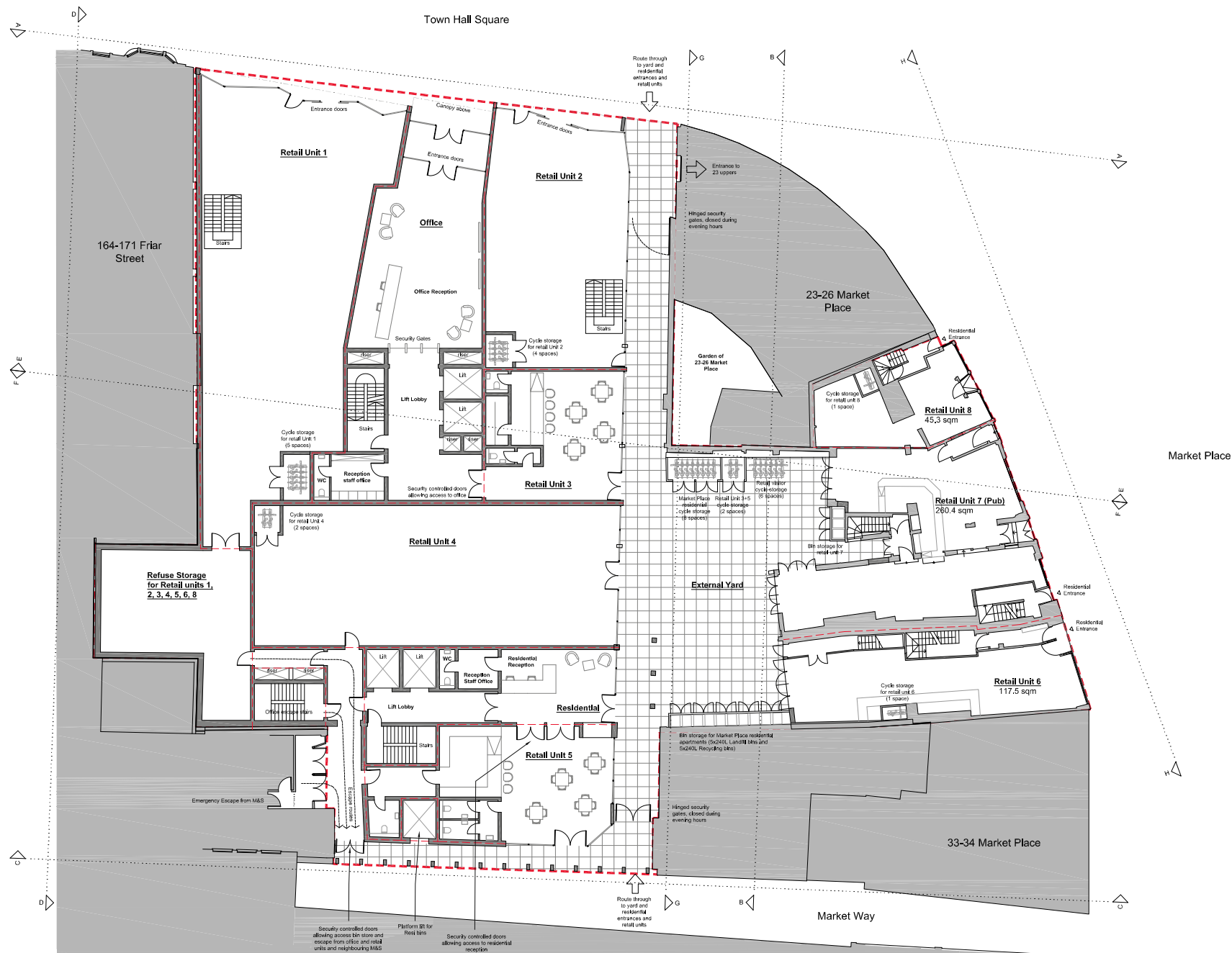
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Client Sonic Star Properties Limited		Project Bristol and West Arcade, 173-175 Friar Street, Reading, RG1	
Scale 1:125 @ A1 / 1:250 @ A3	Drawn by ER	Drawing title Proposed Basement Plan - Office scheme	
Project No. RD_0899	Date FEBRUARY 2018	Checked by ID	Drawing No. 0899 - SK.411
		Rev B	

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Scale 1:125 @ A1, 1:250 @ A3
0 2 4 6 8 10 12 14 16 18 20

REVISIONS:

A	19.01.2018	Layout amended
B	01.02.2018	Office entrance enlarged, general amendments
C	05.02.2018	Unit 2 and 3 amended

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Sonic Star Properties Limited

Scale:
1:125 @ A1 / 1:250 @ A3

Project:
Bristol and West Arcade, 173-175 Friar Street, Reading, RG1

Drawn by:
ER
Drawing title:
Proposed Ground Floor Plan - Office scheme

Checked by:
ID
Drawing No.:
0899 - SK.412

Rev:
C

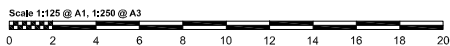
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KEY NOTES:

Affordable housing units

REVISIONS:

Rev	Date	Description
A	15.11.2017	Office N/A and split into three units shown
B	19.01.2018	Layout amended
C	01.02.2018	Two units amalgamated
D	02.02.2018	Unit 37 adjusted

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Client:
Sonic Star Properties Limited

Scale:
1:125 @ A1 / 1:250 @ A3

Project No.
RD_0899

Date:
FEBRUARY 2018

Project:
Bristol and West Arcade, 173-175 Friar Street, Reading, RG1

Drawn by:
ER

Checked by:
ID

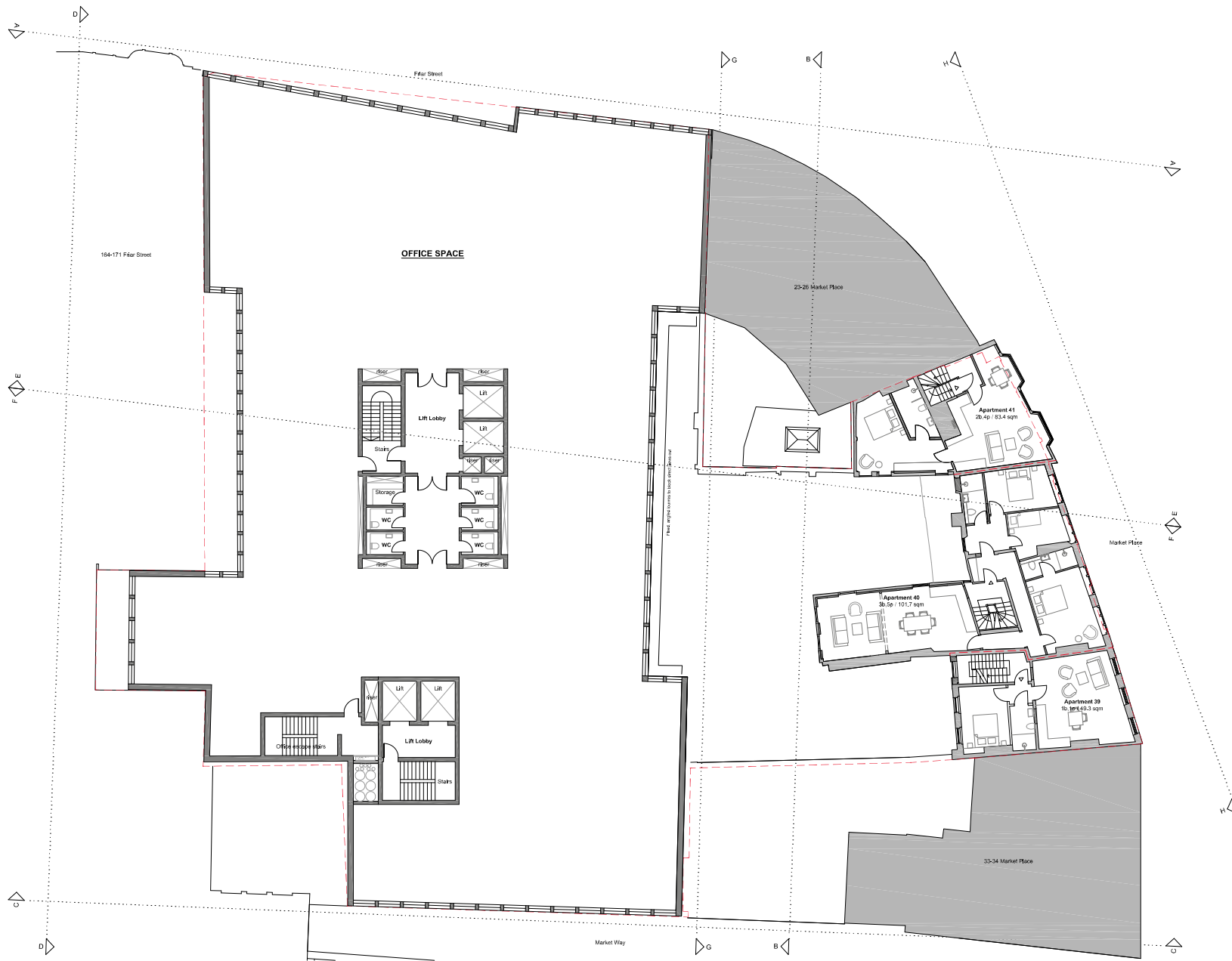
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Rev:
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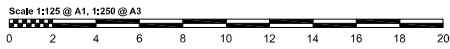
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KEY NOTES:
Affordable housing units

REVISIONS:
A 19.01.2018 Layout amended
B 01.02.2018 Two units amalgamated

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Client Sonic Star Properties Limited		Project Bristol and West Arcade, 173-175 Friar Street, Reading, RG1	
Scale 1:125 @ A1 / 1:250 @ A3	Drawn by ER	Drawing title Proposed Second Floor Plan - Office scheme	
Project No. RD_0899	Date FEBRUARY 2018	Checked by ID	Drawing No. 0899 - SK.414
		Rev B	

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