



TRANSPORT STATEMENT

Crown Street, Reading

Prepared for: Thomas Homes
Issue 2: 15 February 2018
Ref: TR8170914/MB/DW/005

Document History

Issue	Date	Description	Prepared By	Checked By
1	4 Dec 17	Issued for Client Comment	M Brain	T Foxall
2	15 Feb 18	Revised Scheme	M Brain	P Whitehead

Glanville

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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Thomas Homes to accompany a detailed planning application for the redevelopment of land off Crown Street in Reading.
- 1.2 Due to the modest scale and nature of the proposal, it is appropriate for the application to be accompanied by a Transport Statement rather than a full Transport Assessment.
- 1.3 This report therefore describes the existing use of the site and scale of the proposed development. Matters pertaining to access, parking, servicing and the accessibility of the site by means other than the private car are also given consideration.
- 1.4 This Transport Statement is prepared in accordance with Central Government policies set out in the *National Planning Policy Framework* (NPPF) (March 2012) and in line with guidance provided by the *National Planning Policy Guidance* (NPPG) *Travel Plans, Transport Assessments and Statements* (March 2014).

2.0 Existing Conditions

Existing Site

- 2.1 The development site is located 650m, to the south east of Reading town centre. It is bounded to the north by Crown Street (A4), to the west by Newark Street, to the east by the access road to which runs from Crown Street (A4) to the rear of No. 9 Newark Street, and to the south by No. 9 Newark Street. A plan showing the site's location is provided in Appendix A.
- 2.2 The site is currently a disused, unoccupied, brownfield site. It does not currently have a formal vehicle access.

Existing Road Network

- 2.3 All of the roads surrounding the site are subject to a 30mph speed limit and are street lit.
- 2.4 In the vicinity of the site, Crown Street (A4) is a one-way arterial road which runs from east to west past the site.
- 2.5 Newark Street is a residential road which runs from Crown Street in the north to Upper Crown Street in the south. Moving south from Crown Street, the first 20m of Newark Street are two-way, at this point Crown Street becomes a one-way road running from north to south.
- 2.6 An existing access road runs along the eastern boundary of the site from Crown Street to the rear of No.9 Newark Street, where it provides two informal car parking spaces. The access road is unbound and it connects to Crown Street via a simple footway crossover.
- 2.7 The roads surrounding the site are within Residents Parking Permit Area Zones. As such overnight parking is only permitted in marked bays and is limited to resident permit holders only.

3.0 Sustainability

- 3.1 The development site is located 650m to the southeast of Reading town centre, as such it is clearly in a sustainable location suitable for the scale and nature of the proposed development. This fact is illustrated in the following section, which considers the accessibility of the site by more sustainable modes of transport.

Walking and Cycling

- 3.2 It is generally considered that up to 2km is a reasonable distance to walk and 5km is a reasonable distance to cycle to work or nearby facilities and amenities. This distance is illustrative and approximate, will vary by individual depending on their own personal mobility and fitness, and will be influenced by their perception and prejudices towards such factors as local topography, their attitude towards particular travel modes and the cost and time of a journey. Reading town centre and rail station are therefore accessible by foot. This would suggest that a wide range of employment, education, healthcare, public transport links, shops and services are available within walking distance of the site.
- 3.3 The local environment has a good degree of permeability for pedestrians with a network of footways providing convenient and safe access to and from the site. The footways are wide, surfaced and in good condition. The larger junctions on the roads surrounding the site include controlled pedestrian crossing facilities. Smaller side roads generally have dropped kerbs and buff coloured tactile paving to assist pedestrian movements.
- 3.4 Most of the town of Reading is within cycling distance of the site. Reading has thirteen cycle routes, all of which radiate from Reading town centre. Crown Street as it runs past the site is designated as a linking route with cycling permitted on the footway on both sides. London Street, just to the north of the site, is also a linking route with cycling on the carriageway. The future residents of the development would therefore benefit from easy access to these cycle facilities, which connect to the web of cycle routes surrounding the site.

Public Transport

Bus Services

- 3.5 The nearest bus stops are located on both sides of London Street approximately 140 metres to the northeast of the site. Both of these stops include bus stops road markings, bus stop flags and timetable information and the southbound bus stop also provides a shelter and seating. These stops are served by the following bus services which combine to provide 21 buses per hour in each direction at off-peak times: Leopard 3/3B/10 (northbound only), 5 (southbound only), 6/6A (southbound only) 7, 8, 9 Scarlet (northbound only), 11 (southbound only) Orange 12, Nineteens 19A/19B/19C, 21 Claret and 21a Claret Spritzer.

- 3.6 The bus services accessible from the site provide connections to a wide range of destinations including Reading Station, Whitley, Royal Berkshire Hospital, Swallowfield, Spencers Wood, Three Mile Cross, Basingstoke Road, Bracknell, Wokingham, Arborfield Garrison, Spencers Wood, Lower Earley, University, Central Reading, Silverdale Road, Woodley, Loddon Bridge, Coley Park and Northumberland Avenue. The site therefore benefits from access to a wide range of frequent bus services connecting to local destinations and further afield.

Rail Services

- 3.7 Reading rail station is a major transport hub located a 1.1km walking distance to the north of the site. The station is operated by National Rail. It provides services to a range of destinations including Basingstoke, Birmingham, Bristol, Cardiff, Ealing Broadway, Gatwick Airport via Guildford, London Paddington, London Waterloo, Manchester Piccadilly, Newbury, Oxford, Plymouth, Redhill, Swansea and Worcester Shrub Hill. The station provides 27 off-peak departures per hour.
- 3.8 Reading rail station has 344 cycle parking spaces, which are protected by CCTV, and 1275 car parking spaces.
- 3.9 In summary, the development site is located in a very sustainable location, which is within walking and cycling distance of a wide range of employment, education, healthcare, shops and services. Furthermore, the site is within walking distance of Reading rail station and bus stops that are served by wide range of frequent bus routes. A significant proportion of the trips to and from the site will therefore be undertaken by more sustainable modes of transport.

4.0 Proposed Development

4.1 It is proposed to redevelop the site to provide a car free residential development comprising nine new flats as follows:

- 7 No. two-bed flats; and
- 2 No. three-bed flats.

4.2 The proposed site layout is provided in Appendix B.

Access and Servicing

4.3 The main entrance for pedestrians and cyclists will be off Newark Street. This access connects to the dedicated cycle storage area to the rear of the building.

4.4 As shown on the site layout, bin store and refuse collection areas are provided accessible from Newark Street. The refuse will be collected from the kerbside as it is for the other properties in this location.

Parking

Car Parking

4.5 The development will be car free and the future residents would not be eligible to apply for residents parking permits. The proposed development would therefore not affect the existing resident's ability to park, road safety or highway capacity.

4.6 Reading Borough Council has confirmed the acceptability of the scheme as car free in their email in Appendix C.

Cycle Parking

4.7 The cycle parking standards pertinent to the development are set out in Reading Borough, Local Development Framework, *Revised Parking Standards and Design, Supplementary Planning Document* (adopted 31st October 2011), as follows:

- C3 Dwelling Flat 1/2-bed, 0.5 cycle parking spaces per dwelling; and
- C3 Dwelling Flat 3+-bed, 1 cycle parking space per dwelling.

4.8 Applying this standard to the development schedule suggest that the proposals should provide a minimum of six cycle parking spaces.

4.9 The development provides six cycle parking spaces in compliance with the minimum standard.

5.0 Summary & Conclusion

5.1 This Transport Statement has been prepared on behalf of Thomas Homes to accompany a detailed planning application for the redevelopment of land off Crown Street in Reading to provide nine new flats.

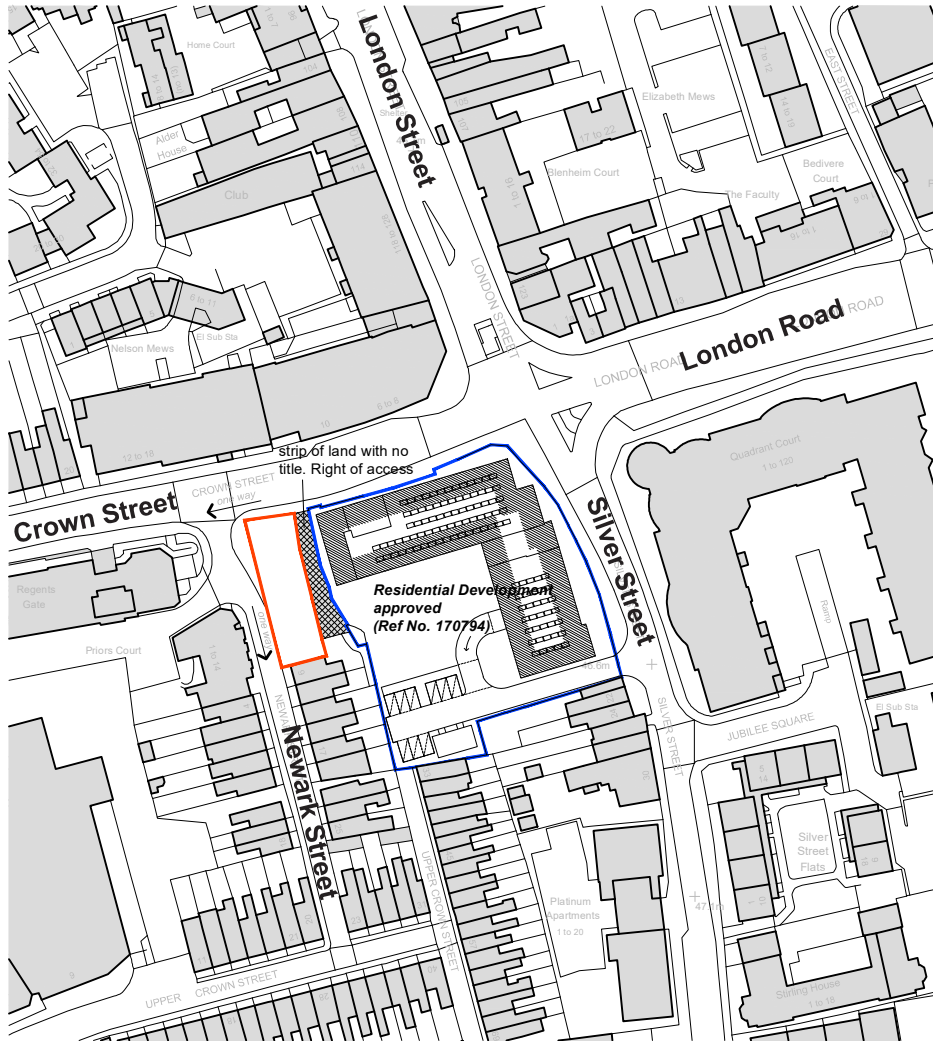
5.2 The main findings of this report are summarised below:

- The development will be car free and the future residents would not be eligible to apply for residents parking permits.
- The development site is in a highly sustainable location within walking and cycling distance of a wide range of facilities including employment, education, healthcare, shops and services. Furthermore, the site is within walking distance of Reading rail station and bus stops that are served by wide range of frequent bus routes. A significant proportion of the trips to and from the site will therefore be undertaken by more sustainable modes of transport.
- In compliance with the prevailing parking standards, the development will provide six cycle parking spaces.
- Refuse collection will be undertaken from the kerbside as it is for the existing residential properties on this street. As the site fronts the public highway, it provides easy access for fire tenders etc. from the kerbside.

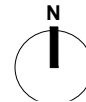
5.3 It is concluded that the proposed development is in accordance with the *National Planning Policy Framework*, which is in favour of sustainable development and advises that '*development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe*'. In light of the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as severe. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

Appendices

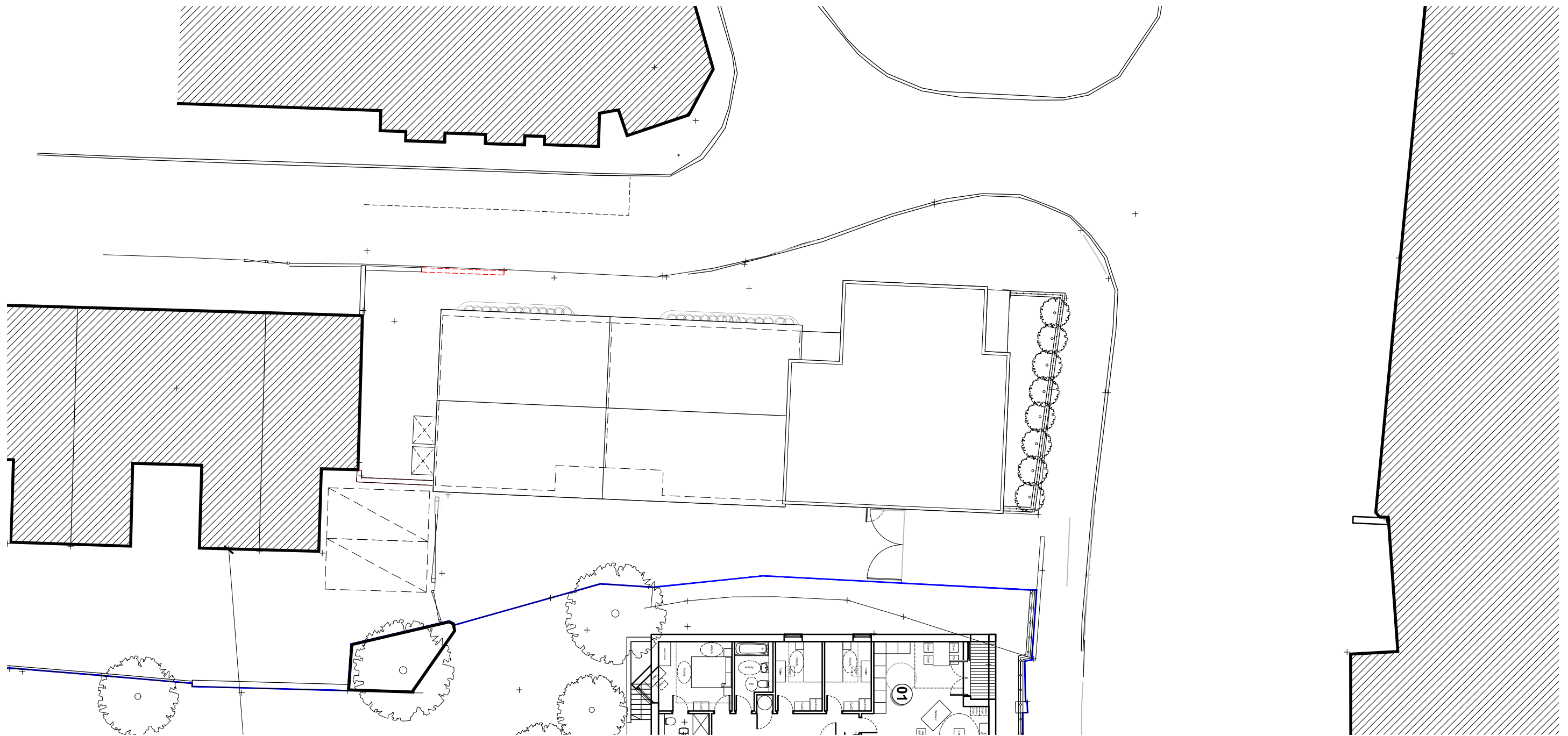
Appendix A
Site Location Plan



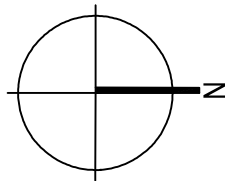
LOCATION PLAN
scale @ 1:1250



Appendix B
Proposed Site Layout



ROOF PLAN
scale @ 1:200



Issue
09.02.2018

0 5 10 15 20m
1:200

WOODFIELD BRADY
a r c h i t e c t s

Client / Project
Thomas Homes Ltd
Corner of CROWN St & NEWARK St
READING

Project Address
Newark St
Reading

Drawing Title

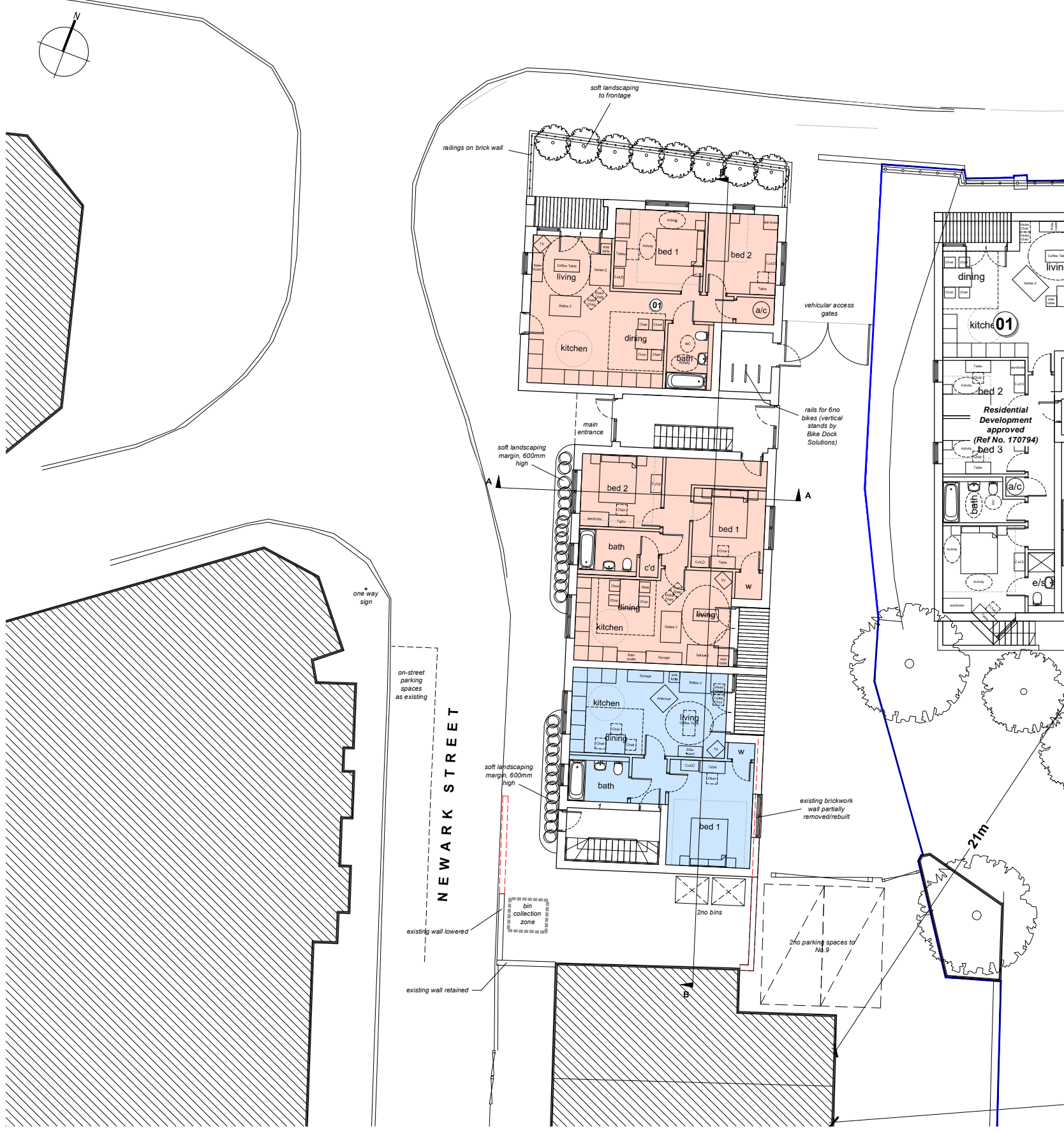
PROPOSED RESIDENTIAL REDEVELOPMENT
block/ roof plan

Date	Drawn	Scale / Page	Drawing ref.	Rev.
MAY '17	JDC	as shown @ A3	983.10	©

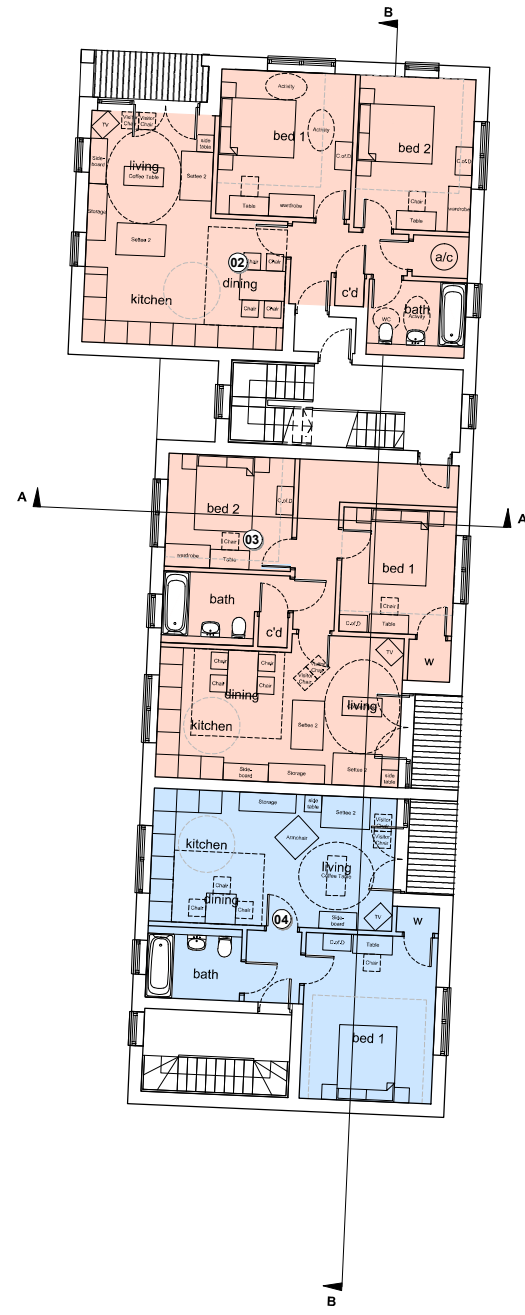
arlington house . curridge . west berkshire . rg18 9ef
t 01635 247 100 f 01635 247 070 e mail@woodfieldbrady.co.uk www.woodfieldbrady.co

All dimensions to be checked on site prior to construction. Do not scale except for planning purposes.
Any discrepancy between this drawing and other information to be referred to the architects.

Issued for:
**planning
application**



GROUND FLOOR PLAN
scale @ 1:100



FIRST FLOOR PLAN
scale @ 1:100

Issue
09.02.2018

WOODFIELD BRADY
architects

Client / Project
Thomas Homes Ltd
Corner of CROWN St & NEWARK St
READING

Project Address
Newark St
Reading

Drawing Title				
PROPOSED RESIDENTIAL REDEVELOPMENT				
Ground & First Floor plans				
Date	Drawn	Scale / Page	Drawing ref.	Rev.
MAY '17	JDC	1:100 @ A1	983.11	©

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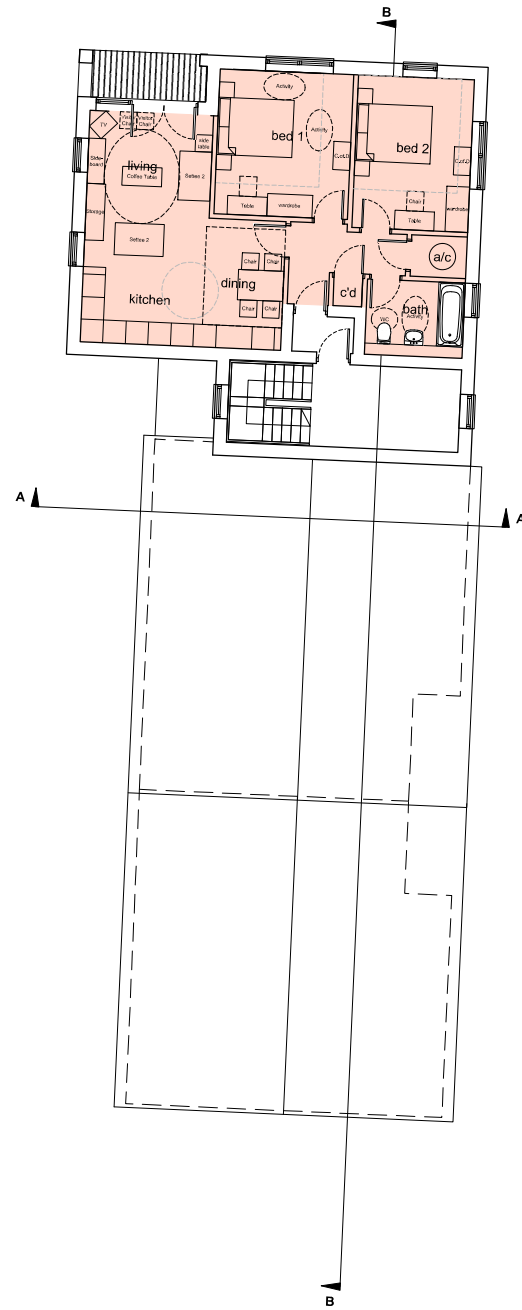
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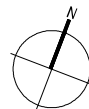


SECOND FLOOR PLAN
scale @ 1:100



THIRD FLOOR PLAN
scale @ 1:100

Issue
09.02.2018



WOODFIELD BRADY
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Client / Project
Thomas Homes Ltd
Corner of CROWN St & NEWARK St
READING

Project Address
Newark St
Reading

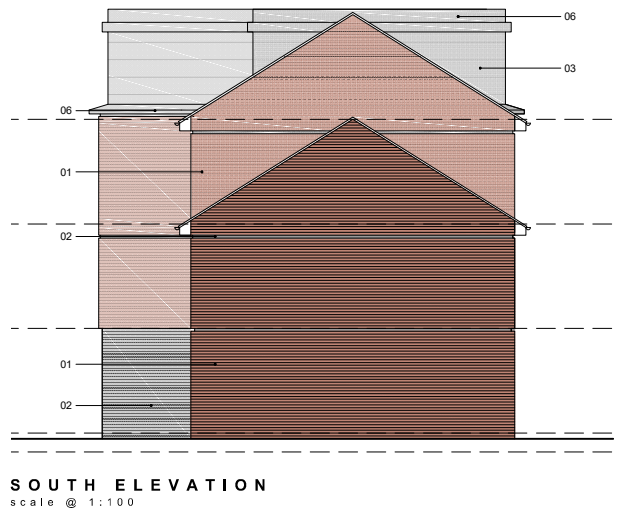
Drawing Title
PROPOSED RESIDENTIAL REDEVELOPMENT
Second & Third Floor plans

Date	Drawn	Scale / Page	Drawing ref.	Rev.
MAY '17	JDC	1:100 @ A1	983.12	©

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MATERIALS KEY	
01	red/orange facing brickwork
02	mid/dark grey facing brickwork
03	light grey cement fibre-board panels
04	PPC aluminium doors & windows (dark grey)
05	painted/aluminium clad steelwork (dark grey)
06	light grey PPC fascias/aluminium sills/cornices
07	clay plain roofing tiles
08	metal framed glazed balcony guardings
09	timber boarded entrance doors
10	glazed spandrel panels, shown thus



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Thomas Homes Ltd
Corner of CROWN St & NEWARK St
READING

Project Address
Newark St
Reading

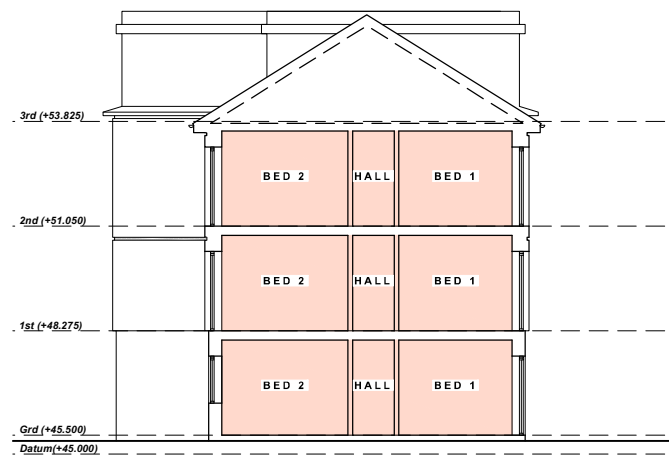
Drawing Title
PROPOSED RESIDENTIAL REDEVELOPMENT
Elevations

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AUG '17	JDC	1:100 @ A1	983.13	1

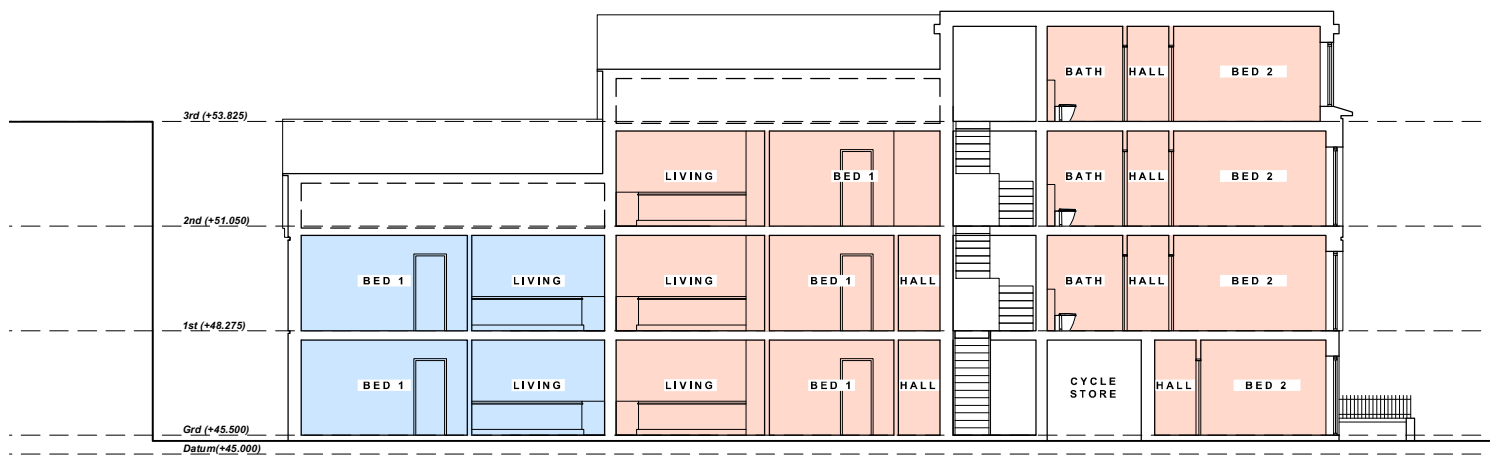
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SECTION A - A
scale @ 1:100



SECTION B - B
scale @ 1:100

Issue
09.02.2018



WOODFIELD BRADY
architects

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Thomas Homes Ltd
Corner of CROWN St & NEWARK St
READING

Project Address
Newark St
Reading

Drawing Title
PROPOSED RESIDENTIAL REDEVELOPMENT
Sections

Date	Drawn	Scale / Page	Drawing ref.	Rev.
AUG '17	JDC	1:100 @ A1	983.14	©

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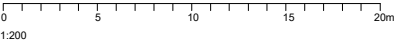


CROWN STREET ELEVATION
scale @ 1:200



NEWARK STREET ELEVATION
scale @ 1:200

Issue
09.02.2018



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Thomas Homes Ltd
Corner of CROWN St & NEWARK St
READING

Project Address
Newark St
Reading

Drawing Title
PROPOSED RESIDENTIAL REDEVELOPMENT
Street Elevations

Date	Drawn	Scale / Page	Drawing ref.	Rev.
AUG '17	JDC	1:200 @ A1	983.15	1

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Appendix C
Correspondence

Mike Brain

From: Cook, Darren <Darren.Cook@reading.gov.uk>
Sent: 01 February 2018 16:14
To: Vigar, Stephen
Subject: 172121 Newark Street PREAPP
Attachments: 172121 Land adjacent to Newark Street 9 x New Flats Pre App.doc

Hi Steve,

Please see the comments attached. As per our discussion I would be happy for this to be a car free development.

Kind regards,

Darren Cook
Transport Development Control Manager
Transport | Directorate of Environment and Neighbourhood Services (DENS)

Reading Borough Council
Civic Offices
Bridge Street
Reading
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