

Project Title: St Patrick's Hall, Reading
Report Reference: JNY9421-03
Date: 25 January 2018

TRANSPORT CONSULTATION RESPONSE

Introduction

- 1 The development proposal for St Patrick's Hall, 20 Northcourt Road, Reading RG2 7HB was submitted to Reading Borough Council (RBC) on 15 November 2017 (application reference: 172045). At the time of submission the development proposals comprised the construction of 884 new student bedrooms at St Patrick's Hall, representing a net increase in 702 bedrooms onsite.
- 2 This Technical Note has been prepared in response to Reading Borough Council's (RBC) Transport consultation response (dated 19 January 2018). A copy of this letter can be found attached at **Appendix 1**.
- 3 The consultation letter stated that:

"Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policies T2 and T4 of the South East Plan, Policies CS4, CS20 and CS22 of the Adopted Reading Core Strategy and Sites and Detailed Policies document Policy DM12.

The proposed development does not comply with the Local Planning Authority's standards in respect of secure cycle storage provision. This is in direct conflict with Core Strategy Policies CS23 and CS24."
- 4 This Technical Note addresses the matters issues raised by the RBC Highways Officer regarding aspects of the Transport Statement (document reference JNY9421-01), namely the travel survey data used (forming the basis of the trip generation assessment) and the proposed cycle parking provision.
- 5 It is noted that since submission of the application the proposed number of new student bedrooms has reduced to 836, and therefore the proposed site will accommodate a total of 952 student rooms at St Patrick's Hall (a reduction of 48 rooms). As such, this Technical Note also provides clarification/assessment of the effects of the amended figure on the trip generation and proposed parking provision (vehicle and cycle).

Travel Survey Data

- 6 The proposed trip generation set out in the Transport Statement (TS) is based on the travel modes by students at the existing St Patrick's Hall, sourced from surveys undertaken in 2013 and 2014. This reflects the information used to support the 2016 application that was subsequently withdrawn. All Highway matters had been agreed. In the consultation letter the Highways Officer has commented that:

“...if more up to date information is available this should form the basis of the assessment for this application. Until this is confirmed I am unable to confirm that the reuse of this data as was undertaken as part of the 2016 application is acceptable.”

- 7 In accordance with this, the results of the latest travel survey undertaken in 2016 have been obtained from the University of Reading. This has provided up to date mode split data regarding student travel between the existing St Patrick's Hall and the University Campus. The raw data is attached at **Appendix 2**.
- 8 A summary of the 2013, 2014 and 2016 modal splits from the travel surveys is provided in **Table 1**.

Table 1: Travel Mode to Campus (Travel Survey Comparison)

Mode of Travel	(2013)	(2014)	(2016)
Cycle	2%	4%	7%
Motorcycle/ Scooter/Moped	2%	0%	0%
Walk	95%	96%	93%
Bus	0%	0%	0%
Car as driver alone	0%	0%	0%
Car as driver with passengers	0%	0%	0%
Car as passenger	0%	0%	0%
Train	0%	0%	0%
Taxi	0%	0%	0%
Not applicable/don't do this	0%	0%	0%

- 9 As shown in **Table 1**, the latest survey shows that 7% of students at St Patrick's Hall currently cycle to campus compared with 4% in 2014, representing a slight increase in percentage terms. Conversely the latest survey shows that 93% of students currently walk compared with 96% in 2014, representing a slight decrease in percentage terms.
- 10 As can be seen the 2016 modal splits are consistent with the previous survey results. The conclusions drawn from the 2017 TS are therefore still current, in that the development proposal would not have a severe residual impact on the operation of the local highway or sustainable transport networks, in accordance with the requirements of national and local planning policy and that safe means of access can be provided.
- 11 However, for completeness, the daily multimodal trip generation of the proposed development has been updated to reflect the latest modal splits and the reduction in the proposed number of new student bedrooms.

- 12 It should be noted that, as with the 2014 travel survey, the 2016 survey does not provide a breakdown of travel mode by journey purpose. Therefore the same methodology in the TS has been employed here, whereby journey purpose information has been based on the 2013 survey results. The 2013 survey was a one-off survey and therefore more up-to-date information is not available.
- 13 The potential multi-modal trip generation for the proposed redevelopment by journey purpose is summarised in **Table 2**.

Table 2: Most Recent Modal Share by Journey Purpose

Mode/Journey Purpose	Lectures/ Campus (2016)	Grocery Shopping (2013) Ref: Table 3.4	Reading - Daytime (2013) Table 3.4	Reading – Night Time (2013) Table 3.4	Out of Reading (2013) Table 3.4
Cycle	7%	0%	0%	2%	0%
Motorcycle/ Scooter/Moped	0%	2%	2%	2%	0%
Walk	93%	66%	48%	16%	7%
Bus	0%	11%	45%	25%	11%
Car as driver alone	0%	2%	0%	0%	2%
Car as driver with passengers	0%	5%	0%	0%	2%
Car as passenger	0%	0%	0%	0%	2%
Train	0%	0%	2%	0%	48%
Taxi	0%	0%	0%	50%	0%
Not applicable/don't do this	0%	14%	2%	5%	27%

- 14 Applying the modal shares presented above to the proposed development (952 bedrooms) has provided the potential multi-modal trip generation for the development, by journey purpose presented in **Table 3**.

Table 3: Proposed Development (952 bedrooms) Daily Multimodal Trips by Journey Purpose

Modal Split	Lectures/ Campus (2016)	Grocery Shopping	Reading - Daytime	Reading - Night Time	Out of Reading	Total
Cycle	71	0	0	14	0	84
Motorcycle/ Scooter/Moped	0	9	6	14	0	29
Walk	881	257	124	96	2	1,360
Bus	0	44	118	151	2	316
Car as driver alone	0	9	0	0	0	9
Car as driver with passengers	0	18	0	0	1	18
Car as passenger	0	0	0	0	0	0
Train	0	0	6	0	10	16
Taxi	0	0	0	303	0	303
Not applicable/don't do this	0	53	6	28	6	92

- 15 **Table 3** shows a slight reduction in total movements by all journey modes compared with the TS, with the exception of cycling trips. It is expected that the proposed development will generate a total of 84 cycling trips per day. The above trip generation is considered consistent with the assessment within the TS.
- 16 The existing student accommodation comprises of 298 student bedrooms, as such the redevelopment will result in a net increase of 654 student bedrooms. The existing development is currently occupied and therefore the trips generated by the student's halls are present on the local transport networks.
- 17 **Table 4** presents the potential net increase of students, by journey purpose for the proposed redevelopment.

Table 4: Net Daily Student Trips by Journey Purpose

Modal Split	Lectures/ Campus (2016)	Grocery Shopping	Reading (daytime)	Reading (night time)	Out of Reading	Total
Cycle	48	0	0	9	0	58
Motorcycle/Scooter/Moped	0	6	4	9	0	20
Walk	606	176	85	66	1	934
Bus	0	30	81	104	2	217
Car as driver alone	0	6	0	0	0	6
Car driver with passengers	0	12	0	0	0	12
Car as passenger	0	0	0	0	0	0
Train	0	0	4	0	7	11
Taxi	0	0	0	208	0	208
Not applicable/don't do this	0	36	4	19	4	64

- 18 As per the findings of the TS, the above assessment demonstrates there would be increases in pedestrian movements to/from the university, but that the number of students travelling by car would remain minimal for all journey purposes. The development is proposed to be car free and as such only those students permitted to park at halls would account for car driver trips.
- 19 It is demonstrated that the proposed development will generate minimal trips by car and the local highway network would therefore be readily able to accommodate these trips. The increase in trips by other modes would also be accommodated by the existing transport networks given the quality of the existing walking / cycling / public transport infrastructure in the vicinity of the site.

Overview

- 20 It has been demonstrated that the 2016 modal splits are consistent with the 2013 and 2014 modal splits for the existing St. Patrick's Halls of Residence and therefore the conclusions of the 2017 TS remain current in that the development proposal would not have a severe residual impact on the operation of the local highway or sustainable transport networks, in accordance with the requirements of national and local planning policy and that safe means of access can be provided.

Cycle Parking Provision

- 21 With respect to cycle parking provision, the Highways Officer has stated the following in the consultation letter:

“I have reviewed the cycle parking proposed and Sheffield type stands are not proposed with a provision of vertical parking illustrated. This type of cycle parking would not be accepted and therefore a revised drawing should be submitted illustrating Sheffield type stands. I would stress that alternative cycle parking would be acceptable to the Council but this must not be vertical.

It is also noted that three cycle stores are proposed each able of accommodating 68 bicycles, this therefore would not generate the level of cycle parking that has been stipulated within the Transport Statement and results in a shortfall of 83 cycle spaces.”

- 22 The updated Masterplan layout can be found in **Appendix 3**. As illustrated a total of 272 cycle parking spaces will be provided onsite for students within four cycle stores. This level of provision is in excess of and therefore in accordance with the Council’s minimum standard of 1 cycle space per 5 students ($952 / 5 = 191$).
- 23 The latest plan also shows that a total of 36 cycle parking spaces will be provided for staff. It is noted that the proposed development will be supported with the same number of FTE staff as stated in the TS (21 FTE staff). The proposed provision is in excess of and therefore in accordance with the Council’s minimum standard of 1 cycle space per 3 staff.
- 24 It is therefore demonstrated that the proposals will provide the level of cycle parking stipulated in the TS for students while providing additional provision for staff. Therefore the proposed cycle provision complies fully with the Council’s standards.
- 25 With respect to the provision of Sheffield stands, it is noted that 100% provision of Sheffield stands would be difficult on the site as they would take up more space compared with the vertical style proposed, with nearby root protection zones making it difficult to enlarge the stores.
- 26 Notwithstanding, it is proposed for one of the stores to be amended to provide 34 Sheffield style stands (68 cycle parking spaces). It is proposed for this store to be located close to the central hub and DDA bedrooms, and would therefore be easily accessible by less able-bodied cyclists and would be available for anyone who finds the vertical style difficult to use.
- 27 It is proposed that the remaining three cycle stores remain as vertical stores. It is reasonable to assume that the majority of cyclists at the university will be able-bodied young people who would have no using the vertical stands. It is considered appropriate to provide the majority of cycle parking spaces within vertical stands, with some provision of Sheffield stands to cater for less able-bodied students. It is noted that this is common practice across university accommodation sites.
- 28 The revised proposed provision has been discussed and agreed as appropriate with the RBC Planning Case Officer.

Car Parking Provision

- 29 The Highways Officer has noted that the proposed car parking provision, as outlined in the TS, is compliant with RBC policy. However in light of the amended student numbers it is considered appropriate to clarify the proposed provision will remain the same.

- 30 For ease of reference, a Parking Allocation Plan is attached at **Appendix 4**, illustrating the staff and DDA car parking and the car parking associated with other halls outside of the redline that are being reconfigured in conjunction with the application as a result of changes within the application site boundary.

Summary and Conclusion

- 31 This Technical Note has been prepared to address the matters raised by RBC's Highways Officer in their consultation response of 19 January 2018. Furthermore, the implications of the proposed reduction in new student bedrooms from 884 to 836 have been considered.
- 32 This Technical Note provides a revised trip generation assessment incorporating the latest 2016 travel survey information and the updated proposed student numbers. The 2016 data is consistent with the 2013 and 2014 data and therefore the conclusions of the TS remain current.
- 33 It also provides further details with respect to cycle parking provision, demonstrating that total provision will accord with RBC standards and proposes that an appropriate provision of Sheffield stands will be provided to cater for less able-bodied students. As such, sufficient information has been provided to enable the highways, traffic and transportation implications of the proposed development to be fully assessed.
- 34 It can therefore be concluded that the development proposal would not have a severe residual impact on the operation of the local highway or sustainable transport networks, in accordance with the requirements of national and local planning policy and that safe means of access can be provided. This is consistent with the conclusions set out in the Transport Statement.

APPENDICES

APPENDIX 1 – TRANSPORT CONSULTATION RESPONSE

Memo

From: Darren Cook, Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU

To: Stephen Vigar, 0118 9372980 stephen.vigar@reading.gov.uk

Date: 19th January 2018

Re: Consultation on Planning Application

Application Number: 161182

Application Type: Full Planning Approval

Address: St Patricks Hall 20 Northcourt Avenue Reading RG2 7HB

Proposal: Construction of 884 new student bedrooms, a cafeteria/bar, bin and bike stores, sub-station and energy centre, together with a new access link and landscaping. Demolition of the existing student accommodation block at New Court, the SETS building, the warden's house, no. 4 Sherfield Drive, the reception and common room, (resubmission of application ref. 161182).

Transport Comments

The development consists of the construction of 884 new student bedrooms, a cafeteria/bar, bin and bike stores, sub-station and energy centre, together with a new access link and landscaping. Demolition of the existing student accommodation block at New Court, the SETS building, the warden's house, no. 4 Sherfield Drive, the reception and common room, (resubmission of application ref. 161182). This will result in a net increase of 702 student rooms.

The proposed increase in student rooms is to cater for existing demand and future growth. Currently, students who have been unable to obtain a place in University halls of residence have sought accommodation within private rented accommodation across Reading.

The site is located within a sustainable location with students and visitors able to access St Patrick's Hall of Residence on foot from Whiteknights Campus, London Road Campus and other key facilities in south-west Reading. All local roads to the halls (Northcourt Avenue, Wellington Avenue, Pepper Lane, A327) exhibit continuous footway provision with street lighting.

A controlled pedestrian crossing on the A327 is provided at two separate points adjacent to the Northcourt Avenue/A327 priority junction, which assists with the movement of students crossing the A327 to access the northern area of the Whiteknights Campus and Redlands Road.

The walking distance between St Patrick's Hall and the Shinfield Road entrance into Whiteknights Campus is only 450 metres, which is the most convenient entrance for areas north of the campus including the sports centre and the majority of Halls of Residence. The central and southern areas of the campus including the University Library and Reading Enterprise Centre are most conveniently accessed from the Halls via Northcourt Avenue (south) and Pepper Lane. The Pepper Lane entrance is located 900 metres from St Patrick's Hall.

It is likely that a large proportion of students at St Patrick's Hall of Residence will own a bicycle as a form of transport to local areas.

ReadyBike stands are also available offering bike hire by the hour at the following locations:

1. on the south-eastern corner of the Elmhurst Road/A327/Redlands Road signalised junction;

2. opposite the University's Chaplaincy Centre 100 metres from the University Library; and
3. east of Randolph College.

Shower facilities are also located at several buildings on the campus should students travelling by bicycle from the Halls of Residence require these. Cycle parking compounds can be found across the campus providing over 1,800 cycle parking spaces.

Bus services are located within close proximity to the application site with the closest bus stops to St Patrick's Hall of Residence located on the A327 within 300m either side of the Northcourt Avenue / A327 Christchurch Road junction.

These bus stops are served by Reading Bus service Claret 21 / 21a, 3 and 9 providing 9 buses an hour between the site and the town centre.

Following initial scoping discussions with the applicant it was agreed that any application would need to be accompanied by a Transport Statement. My comments on the Transport Statement are as follows:

The proposed development is to be generally car free apart from a small proportion of parking for staff and accessible spaces (9 spaces), vehicle trip generation is anticipated to be low. Furthermore the University's Student Residence Agreement (SRA) requires students to enter into a contractual agreement which prohibits students parking on campus and on the local roads within 1 mile of the University. The proposed vehicle trip generation has been based on the travel modes by students at the existing St Patricks Hall that can be found at Tables 3.3 and 3.4 below, taken from the Transport Statement.

Table 3.3: Travel Mode to Campus

Travel Mode	(2013)	(2014)
Cycle	2%	4%
Motorcycle / scooter / Moped	2%	0%
Walk	95%	96%
Bus	0%	0%
Car as driver alone	0%	0%
Car as driver with passengers	0%	0%
Car as passenger	0%	0%
Train	0%	0%
Taxi	0%	0%
Not applicable / don't do this	0%	0%

Table 3.4: Travel Mode by Journey Purpose (2013)

	Grocery Shopping	Reading (daytime)	Reading (night time)	Out of Reading
Cycle	0%	0%	2%	0%
Motorcycle/scooter/Moped	2%	2%	2%	0%
Walk	66%	48%	16%	7%
Bus	11%	45%	25%	11%
Car as driver alone	2%	0%	0%	2%
Car as driver with passengers	5%	0%	0%	2%
Car as passenger	0%	0%	0%	2%
Train	0%	2%	0%	48%
Taxi	0%	0%	50%	0%
Not applicable / don't do this	14%	2%	5%	27%

However, this data is taken from 2013 and 2014, if more up to date information is available this should form the basis of the assessment for this application. Until this is confirmed I am unable to confirm that the reuse of this data as was undertaken as part of the 2016 application is acceptable.

It has been highlighted at paragraph 6.2 of the Transport Statement that the existing pedestrian crossing facility located at the junction of Shinfield Road and Northcourt Avenue is not currently used in the manner intended, with pedestrians not using the central island.

The Personal Injury Accident data indicates that this junction poses a risk to users and therefore increased pedestrian movements without sufficient improvements to the crossing facility could increase risk of personal injury accidents. The Transport Statement has implied that this could be resolved by redesigning the crossing which would likely require an increase to the width of the pedestrian island to serve additional pedestrian movements.

Given that the proposed development will introduce an increase in pedestrian movements between the application site and the University Campus utilizing this crossing facility the applicants should contribute towards the upgrade of this crossing. As a result a contribution of £30,000 is likely to be sought towards the upgrade to this junction, confirmation of this amount will be sought from the Councils Network Management Team.

Parking

In accordance with the Councils adopted parking policy the redevelopment is proposed to be car free with only car parking for staff, visitors and residents of accessible units by permit only. Total parking on-site is to be provided for 30 vehicles. Parking is to be provided for each of accessible residential units equating to 9 parking spaces. Parking is to be provided for staff at a provision of 21 spaces. An additional space is to be provided for moped/motorcycle parking. The Councils Parking SPD refers to Halls of Residence and therefore would imply that the accommodation is on the University Campus. The site is detached from the campus but because it is within such close proximity I am happy that compliance with the Councils standard is appropriate.

The proposed provision of car parking and the car parking layout that been provided complies with policy.

During the pre-application discussions it was acknowledged that given the scale of the development there was likely to be concern from local residents with regards to on street parking as a result of

the development. It was therefore agreed that a parking beat survey be undertaken of Northcourt Avenue and Wellington Avenue during term time and out of term time, with the study area covering the roads up to 200m and/or to the nearest junction from the development site.

To ensure that the parking survey captured residential parking and not overspill parking related to other uses in the area during the day it was agreed that the survey should be undertaken between the hours of 0030 and 0530 on a weekday night. The parking beat survey was undertaken at 0100 hours on Wednesday, 11th November (term time).

The results of the parking beat survey can be found below at Table 4.2 (taken from the Transport Statement), this confirms that there is limited on street parking that occurs with a maximum of just 14% of on street parking taking place.

Table 4.2: Summary of Parking Beat Survey Results (November 2015)

Location	Theoretical Spaces available	No. Cars Parked	Observed Spare Capacity (no. spaces)	Parking Stress (%)
Northcourt Avenue (east)	39	3	35	8%
Northcourt Avenue (west)	43	9	31	21%
Wellington Avenue (north)	16	1	14	6%
Wellington Avenue (south)	12	2	10	17%
Total	110	15	90	14%

As a comparison a subsequent survey was undertaken at 0300 hours on Wednesday, 16 December 2015, during the university Christmas vacation. The findings of the surveys are summarised in Table 4.3 below.

Table 4.3: Summary of Parking Beat Survey Results (December 2015)

Location	Theoretical Spaces available	No. Cars Parked	Observed Spare Capacity (spaces)	Parking Stress (%)
Northcourt Avenue (east)	39	2	37	5%
Northcourt Avenue (west)	43	5	36	12%
Wellington Avenue (north)	16	2	12	13%
Wellington Avenue (south)	12	2	10	17%
Total	110	11	95	10%

This identifies that there is very little difference when the two are compared with a maximum of 10% on street parking taking place, this is a difference of just 4 vehicles. This could be attributed to many different factors within this area and cannot be attributed to the student accommodation.

Survey data has also been submitted by local residents for a smaller area than was surveyed by the applicant, but for an increased number of nights. The resident's survey data also provides parking numbers for term time and out of term time to provide a comparison.

This survey identifies a variance of overnight parking during term time of between 14 and 35 cars, which is an increase above surveys undertaken by the applicant. The time the survey results have been collected by residents does vary in the evening, between 19:50 and 00:15, but there does not appear to be any correlation between the time and the number of cars. Given the variances it

would appear that there is likely to be a proportion of visitor parking associated with student accommodation and the surrounding residential units.

The applicants have undertaken an additional survey during term time for an additional two days so that a comprehensive data set is provided. I can confirm that the out of term time survey is a consistent figure and is similar to that identified by the applicant in the table above and therefore no further survey data was required.

It is noted that daytime parking has been assessed by local residents but as stated above the overspill parking that would occur from other uses during the day would make assessing the impact of parking associated with the student accommodation difficult. I therefore have not used this data to assess the parking impact of the development.

The additional surveys are consistent with those previously undertaken by the applicants and have identified that limited additional parking occurs during term time as opposed to out of term time. The results of the survey and the net parking demand have been identified in the tables below.

Table 6.4: Existing Term Time Parking Demand and Demand per Bedroom

Existing Parking Demand	Minimum	Average	Maximum
No. Vehicles	0.0	2.3	4.0
No. Vehicles/Room	0.000	0.002	0.004

Table 6.5: Potential Parking Demand (1,704 bedrooms)

No. Vehicles	Minimum	Average	Maximum
Existing Demand/Room	0.000	0.002	0.004
Potential Parking demand	0	4	7
Net Change	0	2	3

Based on the survey results the proposed development would have minimal impacts within regards on street parking and therefore has been deemed acceptable.

Cycle parking has been proposed that complies with the Councils standards with a provision of 270 cycles spaces on site. This level of provision exceeds the Councils standard of 1 cycle space per 5 students and therefore is deemed acceptable.

The Councils standard also requires cycle parking at a ratio of 1 cycle space per 3 staff which would require a provision of 7 spaces the proposal includes with up to 17 cycles proposed on site and therefore also complies.

I have reviewed the cycle parking proposed and Sheffield type stands are not proposed with a provision of vertical parking illustrated. This type of cycle parking would not be accepted and therefore a revised drawing should be submitted illustrated Sheffield type stands. I would stress that alternative cycle parking would be acceptable to the Council but this must not be vertical.

It is also noted that three cycle stores are proposed each able of accommodating 68 bicycles, this therefore would not generate the level of cycle parking that has been stipulated within the Transport Statement and results in a shortfall of 83 cycle spaces.

Given the level of cycle parking that is short from that stipulated and the increased size of the stores from that illustrated this would not be something that could be dealt with by way of a condition.

At the beginning and end of term time there will be peak periods when student vehicles will need to enter and park on site associated with moving in and out of accommodation. The applicant along with the UoR has established a management plan which manages arrivals, parking and induction into the accommodation. The management strategy incorporates the following measures:

- Each student is issued with a staggered arrival time to mitigate delays and congestion on arrival;
- Students are given 30 minutes to drive on to site to unload their car near to their accommodation;
- A clearly signed one way system is introduced on the day of intake, to reduce the impact of traffic on the surrounding roads and manage the flow of student arrival through the day;
- Staff assist the management of arrivals and ensure parking restrictions are adhered to;
- Temporary dedicated parking facilities offsite provided for cars once initial drop off has been completed; and
- Leaflet drops to local residents are also completed before intake, advising residents of key dates and activities together with a round the clock contact number.

In principle the above is acceptable subject to the full management plan being submitted, I am happy that this can be dealt with by way of a condition.

Access

Whilst only minimal car parking is to be proposed onsite for students, vehicular access for staff and visitor parking, as well as vehicular access for servicing and deliveries and emergency access will be retained from Northcourt Avenue

It is proposed to retain the existing vehicular access south of the halls from Northcourt Avenue. As part of the proposals an additional section of road will be created within the site and the north-west access will be upgraded to provide an additional vehicular and pedestrian access onto Northcourt Avenue.

This northern access will become the 'Northern Green Access Corridor, which has been designed to direct pedestrians away from Northcourt Avenue drawing them into St Patrick's Hall. This route will also be suitable for vehicles and will include parking, a lay-by/ drop off zone.

The new access will also improve access to Benyon Hall thereby reducing traffic using the southern entrance and vehicle movements across the St Patricks Hall site, benefitting the pedestrian environment.

The provision of the northern access will provide a dedicated, safer, night time route for students returning from campus, buses and/or the town centre on foot/cycle. The added benefit will also be a reduction in pedestrian and cycle traffic along the frontages of the private residential properties fronting Northcourt Avenue.

The vehicular route is to be 5.8m to 6m in width and is therefore acceptable to accommodate two-way traffic.

Given the relatively low level of traffic it has been agreed that the northern access can take the form of a vehicle crossover. A visibility splay of 2.4m x 43m is required but the submitted drawing illustrates a visibility splay of 2.4m x 70m which is well in excess of the required standard. In view of the road alignment and typical on street parking in this location, it has been agreed that visibility to the north can be provided to the edge of the parked car.

The site layout has been designed to ensure that refuse and service vehicles can enter and exit the site in forward gear. All vehicles will enter the site at the southern access and exit via the north-west access. An Auto Track assessment has been undertaken to demonstrate that the proposed layout enables a refuse vehicle to manoeuvre within the site, I would stress that the vehicle used is

smaller than the vehicles used by Reading Borough Council but this is marginal and I am happy that a refuse vehicle would be able to travel through the site.

Construction

It is stated at Point 7.13 that a 'just in time' delivery system will be operational, with vehicles waiting in the numerous lay-bys and lorry parks surrounding Reading town centre. As such there will be sufficient parking availability for HGV's onsite, with limited vehicles waiting on Northcourt Avenue. I must stress that we cannot accept any vehicles waiting on Northcourt Avenue, vehicles should therefore be allowed onto site or waved away to come back at a later time.

As a general point the CMS should state that no loading / unloading, parking, storage of materials will be undertaken at any time.

I would also draw your attention to the Councils Guidance Notes for Activities on the Public Highway, which can be found at the following link.
<http://www.reading.gov.uk/maintenanceandroadworks>

Please ask the applicants agent to address the above prior to determining the application.

Reasons for refusal

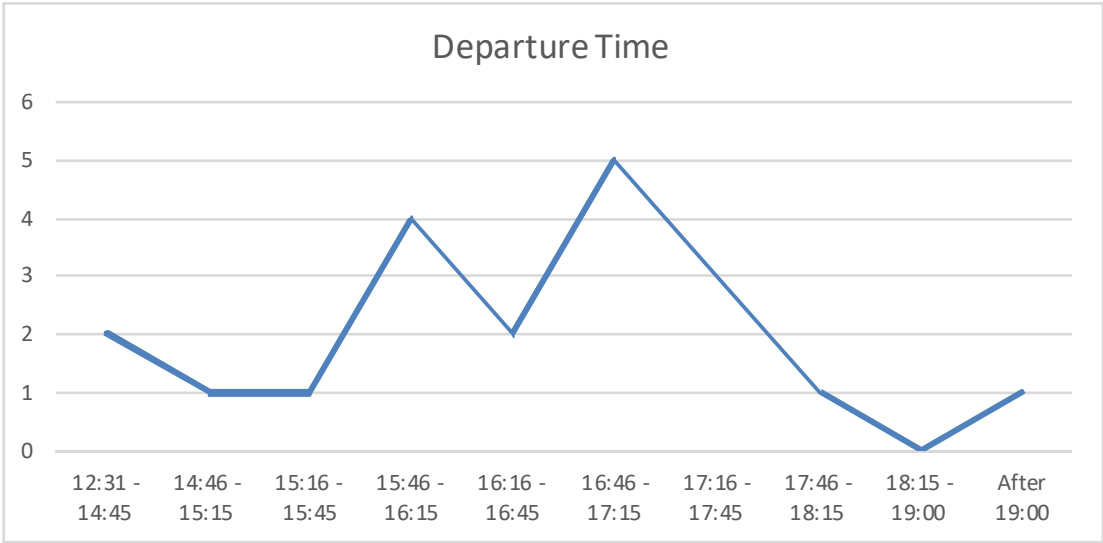
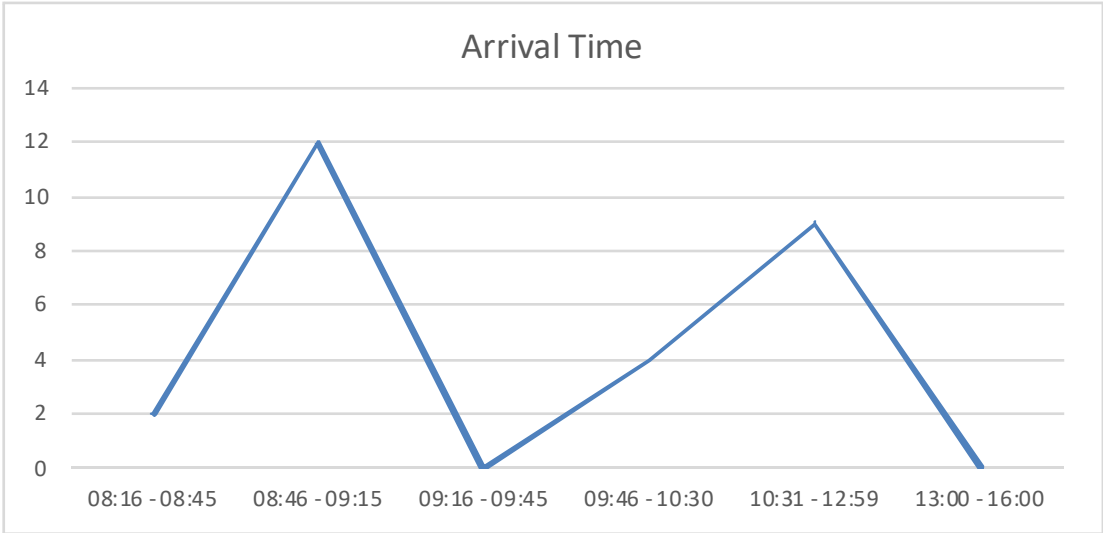
Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policies T2 and T4 of the South East Plan, Policies CS4, CS20 and CS22 of the Adopted Reading Core Strategy and Sites and Detailed Policies document Policy DM12.

The proposed development does not comply with the Local Planning Authority's standards in respect of secure cycle storage provision. This is in direct conflict with Core Strategy Policies CS23 and CS24.

Darren Cook
Transport Development Control Manager

APPENDIX 2 – 2016 UNIVERSITY TRAVEL SURVEY DATA

	Arrival time	departure time
08:16 - 08:45	2	
08:46 - 09:15	12	
09:16 - 09:45	0	
09:46 - 10:30	4	
10:31 - 12:59	9	
13:00 - 16:00	0	
12:31 - 14:45		2
14:46 - 15:15		1
15:16 - 15:45		1
15:46 - 16:15		4
16:16 - 16:45		2
16:46 - 17:15		5
17:16 - 17:45		3
17:46 - 18:15		1
18:15 - 19:00		0
After 19:00		1



2016 Count

Earley Gate	6	11%
London Road	0	0%
Off campus (eg farms)	0	0%
Whiteknights	46	85%
Greenlands	1	2%
Creighton Court	1	2%
Total	54	100%

Earley Gate	6	12%
Whiteknights	46	88%
Total	52	100%

	2013	2014	2016
Earley Gate	5%	11%	11%
London Road	0%	4%	0%
Off campus (eg farms)	0%	2%	0%
Whiteknights	95%	83%	85%
Greenlands	0%	0%	2%
Creighton Court	0%	0%	2%
Total	100%	100%	100%

	Journey Purpose							Journey Purpose						
	Lectures/campus (2013)	Lectures/campus (2014)	Lectures/campus (2016)	Grocery Shopping	Reading (daytime)	Reading (night time)	Out of Reading	Lectures/campus (2013)	Lectures/campus (2014)	Lectures/campus (2016)	Grocery Shopping	Reading (daytime)	Reading (night time)	Out of Reading
Cycle	1	2	4	0		1	0	2%	4%	7%	0%	0%	2%	0%
Motorcycle / scooter / Moped	1	0	0	1	1	1	0	2%	0%	0%	2%	2%	2%	0%
Walk	42	51	50	29	21	7	3	95%	96%	93%	66%	48%	16%	7%
Bus	0	0	0	5	20	11	5	0%	0%	0%	11%	45%	25%	11%
Car as driver alone	0	0	0	1	0	0	1	0%	0%	0%	2%	0%	0%	2%
Car as driver with passengers	0	0	0	2	0	0	1	0%	0%	0%	5%	0%	0%	2%
Car as passenger	0	0	0	0	0	0	1	0%	0%	0%	0%	0%	0%	2%
Train	0	0	0	0	1		21	0%	0%	0%	0%	2%	0%	48%
Taxi	0	0	0	0	0	22	0	0%	0%	0%	0%	0%	50%	0%
Not applicable / don't do this	0	0	0	6	1	2	12	0%	0%	0%	14%	2%	5%	27%
Total	44	53	54	44	44	44	44							

2016	
Cycle	4
Walk	50
total	54

2014	
Row Labels	Universit
Cycle	2
Walk	51
Grand Total	53

2013	
Row Labels	Count of 8.a. To lectures /
Cycle	1
Motorcycle / scooter / Moped	1
Walk	42
Grand Total	44

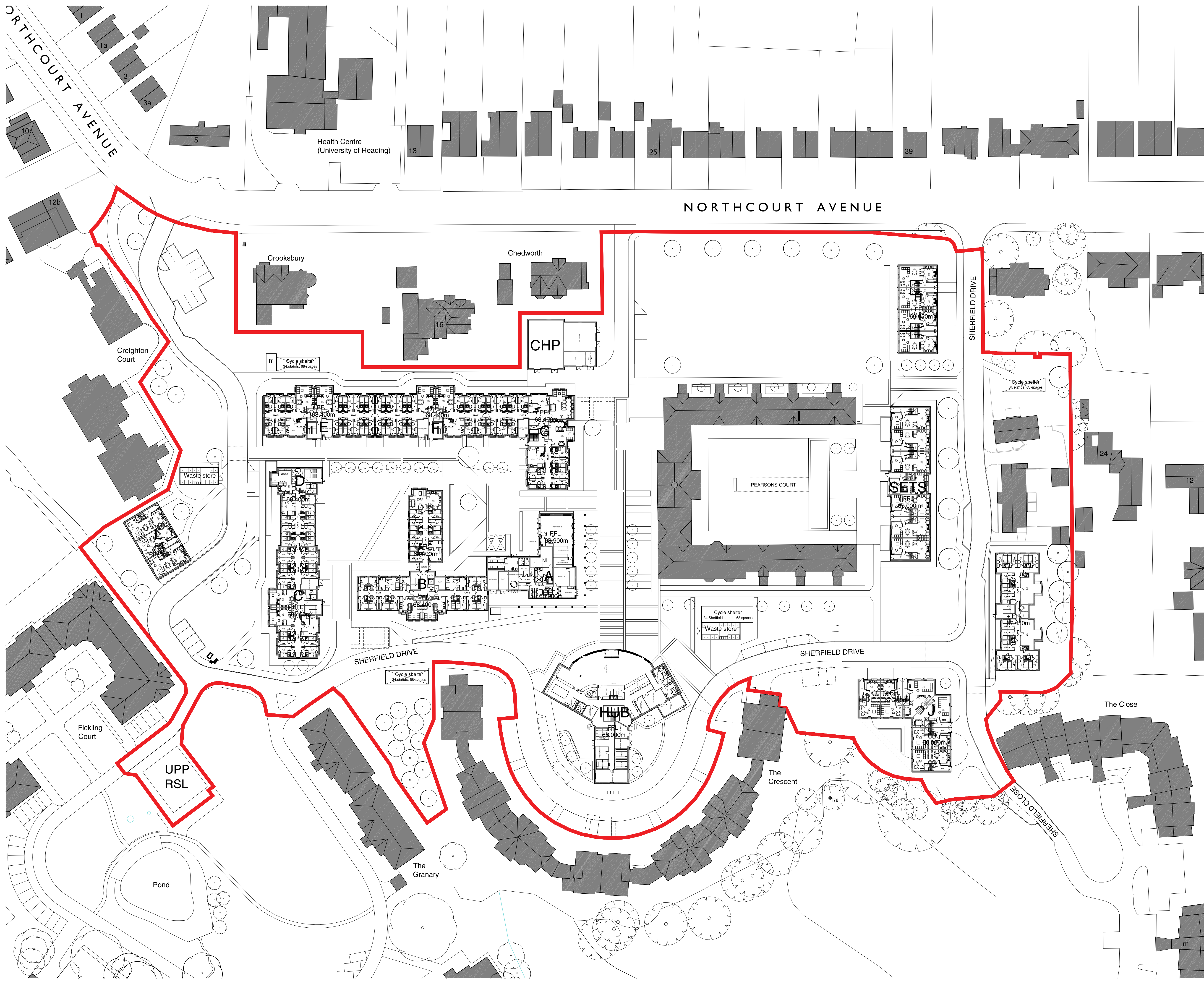
Row Labels	Count of 8.c. Grocery
Bus	5
Car as driver alone	1
Car as driver with passengers	2
Motorcycle / scooter / Moped	1
Not applicable / don't do this	6
Walk	29
Grand Total	44

Row Labels	Count of 8.d. Shopping / leisure in Reading
Bus	20
Motorcycle / scooter / Moped	1
Not applicable / don't do this	1
Train	1
Walk	21
Grand Total	44

Row Labels	Count of 8.e. Leisure in Reading at
Bus	11
Cycle	1
Motorcycle / scooter / Moped	1
Not applicable / don't do this	2
Taxi	22
Walk	7
Grand Total	44

Row Labels	Count of 8.f. Shopping / leisure
Bus	5
Car as driver alone	1
Car as driver with passengers	1
Car as passenger	1
Not applicable / don't do this	12
Train	21
Walk	3
Grand Total	44

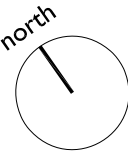
APPENDIX 3 – REVISED MASTERPLAN LAYOUT



Notes

This drawing is the property of Willmore Res Architects.

All work to be carried out in accordance with current Building Regulations.



I no. bike stand amended to Sheffield stand	RT	SD	24.01.18	B
Block I updated	RT	RT	16.01.18	A
Amendment	Drwn	Chkd	Date	Rev



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Drawing Status **PLANNING**

Client
UNIVERSITY PARTNERSHIPS PROGRAMME

Job Title
**ST PATRICKS HALL
UNIVERSITY OF READING**

Drawing Title
PROPOSED SITE PLAN

Scale 1:500	Size A1	Drawn RT	Checked AI	Date NOV 2017
Dwg No StP-VIA-00-GF-DR-A-000003				Rev B

APPENDIX 4 – PARKING ALLOCATION PLAN
