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Transport Statement

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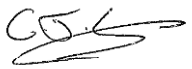
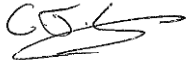
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1 Introduction

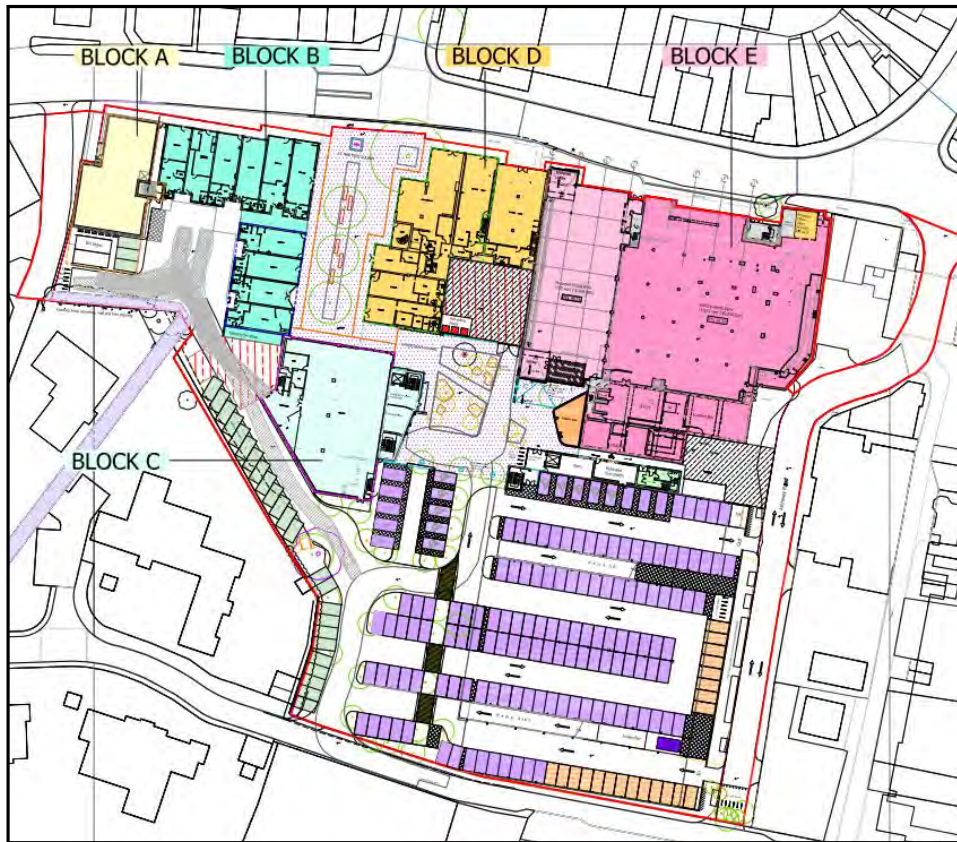
Brief

- 1.1 WYG has been commissioned by Hermes Property Unit Trust to provide highways and transportation advice and to prepare this Transport Statement in support of the planning application for the regeneration of the St. Martins Centre, Caversham.
- 1.2 The St Martins Centre benefits from a current planning consent (ref: 140997) to amend several of the existing retail units to provide a new cinema and several residential units in vacant space above the ground floor retail units.
- 1.3 This Transport Statement considers the accessibility of the site by all modes of transport, examines the sustainable modes of travel (walking, cycling and public transport) and gives consideration towards the impact of the residual vehicular traffic.

Planning History

- 1.1 Full planning permission (ref: 140997) was granted on the 31st of March 2015. This extant permission sets out regeneration proposals for the St Martin's Centre based around an improved Waitrose offer, new and revised retail units, a small cinema and residential units in the floors above. The scheme was developed and approved to provide refurbishment and enhanced the facilities at the St Martins Centre for the people of Caversham.
- 1.2 The consented regeneration scheme comprised a new block to the west (Block A), with an improved central core around St Martin's Square (Blocks B and D) and a new public square at the rear (Caversham Square) between Blocks C and D. Existing shops within the centre will be reconfigured and redundant storage and office space will be converted to residential units. At the rear of the site, behind St Martin's Square, Block C will be reconfigured with Iceland retained on the lower floors and a restaurant and leisure use above (boutique cinema).
- 1.3 The consented new facilities to be provided at the St Martin's Centre comprise:
 - 262 sqm extension to extant Waitrose Store (to be provided a Block E);
 - 542 sqm A3 Restaurant (to be provided at Bocks A and C);
 - 652 sqm Cinema (to be provided at Block C);
 - 40 residential units (flats) (to be provided at Blocks A, B and D);
 - Alongside new pedestrian / cycle links and car parks.
- 1.4 The consented masterplan is shown at Figure 1.1 and provided at Appendix A.

Figure 1.1 Application 140997 Illustrative Masterplan



Report Structure

- 1.5 This Transport Statement considers Hermes' revised proposals for part of the consented Block E (units 47-49 Church Street). It sets out the new proposals in the context of National and Local Policy, sustainable transport, vehicular access, traffic impact and sustainable travel proposals. This is as per the Scoping Note issued to RBC on the 22nd January 2018, which is provided in Appendix B.
- 1.6 The structure of this TS is as follows:
- Chapter 2: summarises the National and Local Transport Policy which is applicable to the Site;
 - Chapter 3: provides a description of the Site location and the local highway network;
 - Chapter 4: details the accessibility of the Site by sustainable modes of transport;
 - Chapter 5: outlines the development proposals;
 - Chapter 6: provides details of the anticipated number of trips to and from the proposed development; and,
 - Chapter 7: summarises and concludes the report.



2 National and Local Policy

Introduction

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

National Policy

- 2.2 The National Planning Policy Framework (NPPF) was published by the UK's Department of Communities and Local Government in March 2012, consolidating over two dozen previously issued documents called Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) for use in England.
- 2.3 NPPF sets out guidance on a number of planning issues, giving weight to the economic, social and environmental role that new developments provide within the planning system. NPPF states that developments that accord with the development plan should be approved without delay. In any areas where the development plan is absent, silent or relevant policies are out-of-date. Developments should not generate any adverse impacts that would demonstrably outweigh the benefits.
- 2.4 Paragraph 29 of the NPPF states that development must offer a real choice to maximise the use of sustainable transport while recognising that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- 2.5 Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of:
- The opportunities for sustainable transport modes depending on the nature and location of the Site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the Site can be achieved for all people; and,
 - Improvements are undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 2.6 Paragraph 34 states that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in the NPPF, particularly in rural areas.



2.7 Paragraph 35 promotes development that is located and designed to:

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

Regional & Local Policy

Reading Borough Council - Local Development Framework – Core Strategy

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

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

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

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

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

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

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

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

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

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

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

2.13 The adopted Local Transport Plan (LTP) covers the period from 2011 to 2026. This document sets out the transport vision for Reading which aims to better connect people to places they wish to go to through safe, sustainable and comfortable means.

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

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

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

Reading Borough Council - Parking Standards

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

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

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

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

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



2.19 Accessibility parking is set out in the parking standards for retail and residential:

- Retail: 3 Disabled spaces plus 4% of total capacity.
- Residential: Where centrally located flats / apartments do not contain parking for able bodied residents, disabled spaces must be provided based on the level of units proposed for disabled persons.

2.20 Parent and toddler parking is set out at the following levels:

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

Summary

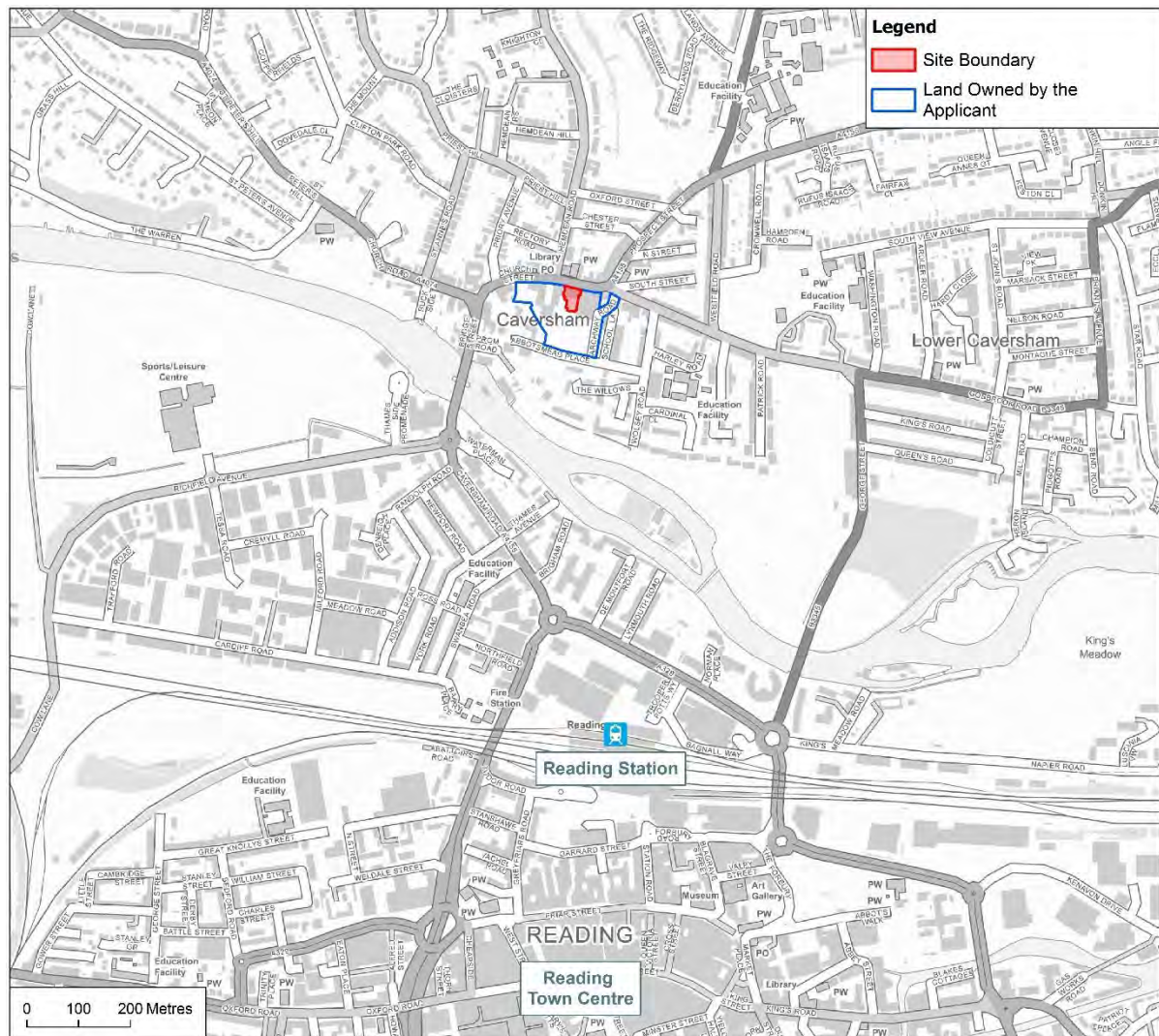
2.21 In summary, there have been no changes in key policies since the previously consented scheme.

3 Site Location and Local Highway Context

Site Location

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

Figure 3.1 Site Location Plan

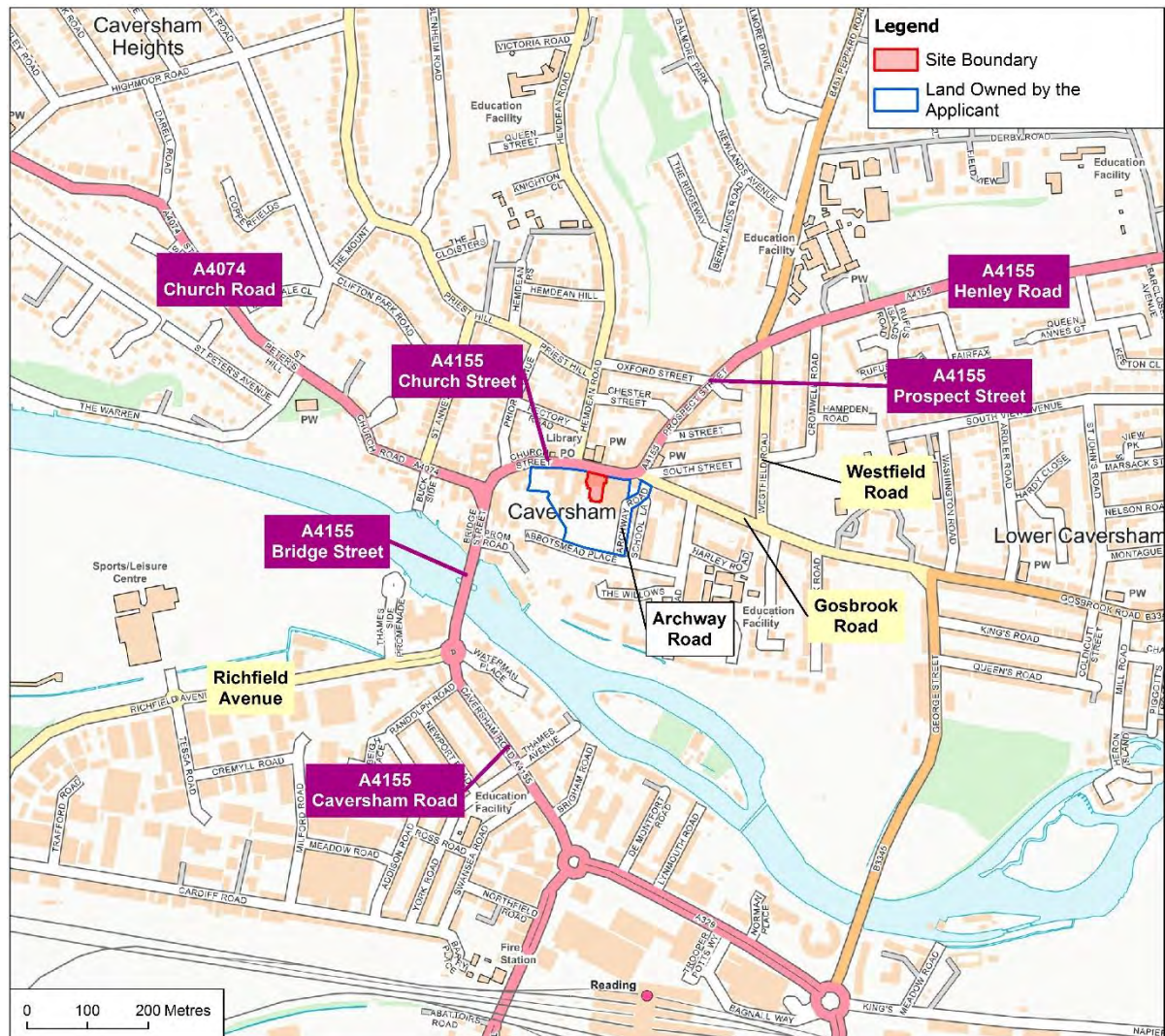


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Existing Highway Network

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

Figure 3.2 Local Highway Network



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

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



Gosbrook Road / Westfield Road

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

Prospect Street / Peppard Road / Henley Road / Westfield Road

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

Church Street / Caversham Road / Church Road

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

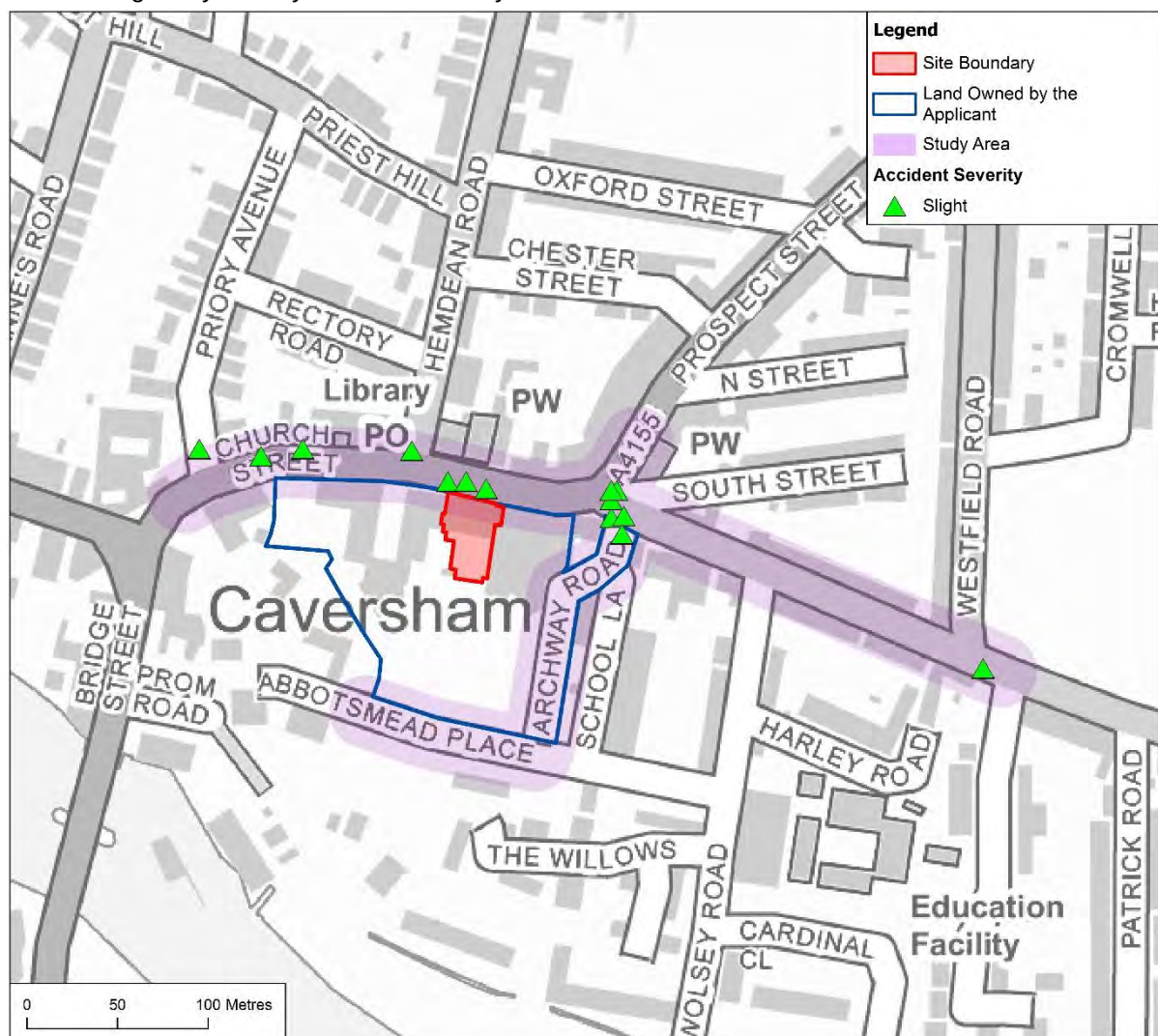
Caversham Road / Waterman Place / Richfield Avenue

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

Highway Safety Audit

- 3.15 WYG have been unable to obtain a full record of Personal Injury Accident data to review the highway safety record for the area around the Site.
- 3.16 However, an accident analysis audit has been undertaken using the most recently available 5 year Personal Injury Accident data released under the Open Government Licence. This provides the full STATS19 readout, but minus the perceived contributory factor data. This data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year.
- 3.17 The data used in this audit comprises the most recent data released by the DfT, which comprises accident information up to 2016. This analysis therefore covers a five-year period between the beginning of January 2012 and the end of December 2016.
- 3.18 The study area for the assessment is shown in Figure 3.3.

Figure 3.3 Highway Safety Audit for Study Area



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- 3.19 The incidents recorded within the study area are classified as 'slight' in severity. No incidents recorded in the study area during the five-year period were classified as 'serious' or 'fatal'.
- 3.20 Recorded incidences were generally isolated within the study area, except for the Gosbrook Road / South Street / Prospect Street / Church Street / Archway Road double mini roundabout. There were seven PIAs recorded in this location during the study period. However, five of these incidences occurred before the junction was redesigned into the current double mini-roundabout arrangement in mid-2014. Therefore, since the roundabout was re-designed, there have only been 2 recorded incidents, suggesting that the redesign has removed any safety concerns.
- 3.21 The recorded incidences of accidents are evenly distributed across the study area with no severe clusters of multiple serious accidents. This suggests that the current highway layout does not contain any accident blackspots and does not raise any undue concerns that may need to be addressed by the proposed development.



4 Sustainable Transport Audit

Accessibility Guidance

- 4.1 When considering the sustainability audit within the TA, WYG have reviewed the nationally available accessibility guidance prepared by central government and professional transport institutions for both walking and cycling.
- 4.2 The 2016 National Travel Survey (NTS) (published July 2017) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 16 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4 m/s, pedestrians are therefore likely to walk to areas within approximately 1.3 km of their origin. The NTS 2016 (NTS0308 dataset) also identifies that 80% of all trips under 1.6 km are made on foot, 31% for trips that are 1.6 to 3.2 km.
- 4.3 The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April, 2015) states that 80% of journeys shorter than 1.6 km are made wholly on foot with 20% for journeys that are 1.6 km to 3.2 km long also being undertaken on foot.
- 4.4 Both the National Travel Survey and IHT guidance come to a similar conclusion in that walking offers the opportunity to provide for shorter distance trips of up to 1.6 km (approximately 1 mile) with some people prepared to walk up to a maximum of 3.2 km (approximately 2 miles). These walking distances have been used as a measure for what is an acceptable distance to access local facilities.
- 4.5 The 2016 National Travel Survey also covers cycling and identifies the average person is willing to cycle for an average time of 24 minutes with 79% of all cycle trips being up to 8 km in distance.
- 4.6 The Department for Transport; Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that cyclists usually want to be able to travel at speeds of 19 kph, which is the average speed of a cyclist on a level surface. It is therefore considered that 16 kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g. manoeuvring through junctions). On this basis taking the journey time for the NTS and DfT cycling speeds the average person is willing to cycle 24 minutes equating to of 6.4 km (approximately 4 miles). In terms of 79% of trips being up to 8 km (approximately 5 miles), this would equate to a cycling time of 30 minutes.
- 4.7 The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October, 2015) states most cycling trips are for short distances, with 80% being less than 8 km and with 40% being less than 3.2 km. However, most trips by all modes are also short distances (67% are less than 8 km, and 38% are less than 3.2). The bicycle is therefore a potential mode for many of these trips.
- 4.8 Both the National Travel Survey and IHT guidance come to a similar conclusion in that cycling provides the opportunity to provide for shorter distance trips of up to 8 km (approximately 5 miles) with many of the population prepared to cycle 3.2 km (approximately 2 miles). These cycling distances have been used as a measure for what is an acceptable distance to access local facilities.



Access by Walking

- 4.9 The existing pedestrian infrastructure in the vicinity of the St Martin's Centre is set out below on a street by street basis.
- 4.10 The pedestrian provision on Church Street takes the form of footways on both sides of the street; these are roughly 2 metres wide but there are wider areas adjacent to the St Martin's Centre. The footways on Church Street lead into St Martin's Square which is a 15 metre wide planted square which forms the centre of the St Martin's development. The square also provides pedestrian access into the car parks at the rear of the St Martin's Centre.
- 4.11 There is a further pedestrian route between the St Martin's Centre car parks and Church Street in the form of a narrow alleyway between the Waitrose and Superdrug store.
- 4.12 There is a signal-controlled pelican crossing on Church Street adjacent to Superdrug and the New Testament Church of God. This provides a safe crossing of Church Street and links to pedestrian routes to the north. Uncontrolled pedestrian refuges are also provided on the splitter islands of the Church Street and Prospect Street arms of the mini-roundabout.
- 4.13 The pedestrian provision on Archway Road is intermittent. A footway is provided on the eastern side which links with School Lane and the footway on Archway Road adjacent the New Directions centre. There are no formal pedestrian crossing facilities on Archway Road and the footway on the western side of the road does not continue under the arch at the junction with Gosbrook Road. However, this is unlikely to be a key route for pedestrians given the local provision.
- 4.14 Pedestrian provision on Gosbrook Road takes the form of a footway on each side at roughly 2 metres wide. There are no formal crossing facilities on the western end of Gosbrook Road, the closest formal crossing facility being east of Elliotts Way.
- 4.15 Prospect Street has footways on both sides, which are a minimum of 2 metres wide. There is an uncontrolled pedestrian crossing on the mini-roundabout splitter island and a controlled zebra crossing between the junctions with North Street and Chester Street.
- 4.16 The most direct pedestrian route to Reading is via Abbotsmead Place, Wolsey Road, Christchurch Meadows and the new Christchurch Bridge over the River Thames to Vastern Road. This bridge opened in 2015. This route is off-road through parkland but has street lighting.
- 4.17 There is also a route to Reading which follows roads and is accessed via Church Street, Caversham Road (Caversham Bridge) and Caversham Road or Vastern Road.
- 4.18 There is extensive pedestrian provision in the area surrounding the St Martin's Centre. Most roads feature wide footways which are conducive to walking. This would enable future users of the St Martin's Centre to walk to the centre from Reading Town Centre, Caversham and surrounding areas.

Access by Cycling

4.19 The existing cycle routes in the vicinity of the St Martin's Centre are shown in Figure 4.1 below.

Figure 4.1 Local Cycle Network



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

Access by Bus

4.21 The closest bus stops to the St Martin's Centre are located on Church Street. The westbound stop is located outside Waitrose in front of the centre while the eastbound stop is located on the opposite side of the road to the west adjacent the Esso filling station.

4.22 The services available at the Church Street bus stops are summarised in Table 4.1 below.

Table 4.1 Local Bus Services from Church Street Stops

Service	Route	Day of Operation	First / Last Bus	Average Frequency
27	Lower Caversham – Caversham – Reading	Monday to Saturday	0915 / 2313	Hourly
	Reading – Caversham – Lower Caversham		1904 / 2304	
Community Link 28	Kentwood – Reading – Caversham	Monday to Friday	1117 / 1317	2 per day
	Caversham – Reading – Kentwood		0944 / 1344	3 per day
X80	High Wycombe – Henley-on-Thames – Caversham - Reading	Monday to Saturday	0638 / 2008	Half-hourly
	Reading – Caversham – Henley-on-Thames – High Wycombe		0657 / 2037	
145C	Woodcote – Caversham – Henley	Monday to Friday	0725	1 per day
	Henley – Caversham – Woodcote		1620	2 per day
800	High Wycombe – Henley-on-Thames – Caversham – Reading	Monday to Friday	0629 / 1946	2 per hour
		Saturday	0744 / 1849	Hourly
		Sunday	0905 / 1921	
	Reading – Caversham – Henley-on-Thames – High Wycombe	Monday to Friday	0650 / 2015	2 per hour
		Saturday	0816 / 1915	Hourly
		Sunday	0905 / 1921	
921	Chiltern Edge School – Caversham	Monday to Friday	1437	1 per day
	Caversham – Chiltern Edge School		0800	

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

Table 4.2 Local Bus Services from Bridge Street Stops

Service	Route	Day of Operation	First / Last Bus	Average Frequency
Pink 22	St Andrew's Church – Caversham – Reading	Monday to Friday	0602 / 2323	2 per hour
		Saturday	0621 / 0009	
		Sunday	0902 / 1902	Hourly
	Reading – Caversham – St Andrew's Church	Monday to Friday	0546 / 2307	2 per hour
		Saturday	0605 / 2352	
		Sunday	0844 / 1849	Hourly
Pink 24	Chalgrove Way – Caversham – Reading	Monday to Friday	0522 / 0010	3 per hour
		Saturday	0548 / 0010	
		Sunday	0946 / 2318	2 per hour
	Reading – Caversham – Chalgrove Way	Monday to Friday	0506 / 2324	3 per hour
		Saturday	0532 / 2323	
		Sunday	0929 / 1929	2 per hour
X39/X40	Oxford – Caversham – Reading	Monday to Friday	0600 / 2217	2 per hour
		Saturday	0602 / 2217	
		Sunday	0842 / 2246	Hourly
	Reading – Caversham – Oxford	Monday to Friday	0639 / 2316	2 per hour
		Saturday	0624 / 2316	
		Sunday	0921 / 2316	Hourly
981	Caversham – Bulmershe School	Monday to Friday	0729	1 per day
	Bulmershe School – Caversham		1608	

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

Access by Rail

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

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



- 4.27 Reading station benefits from a direct service to London Paddington and London Waterloo. Great Western Railways provide services to the Southwest and Cornwall, Bristol, Cardiff, Swansea, Oxford and Worcester as well as local stopping services between Oxford and London, Bedwyn and London and Reading and Gatwick Airport.
- 4.28 Southwest Trains provides a local stopping service from Reading to London Waterloo via Staines and Clapham Junction. Arriva Cross Country provide cross country services from Manchester to Bournemouth, but a wider range of destinations are provided through a further change at Birmingham.
- 4.29 The wide range of rail services at Reading Station provides ample opportunity to travel to the St Martin's Centre by train from a variety of neighbouring and local areas.

Summary

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



5 Development Proposal

Introduction

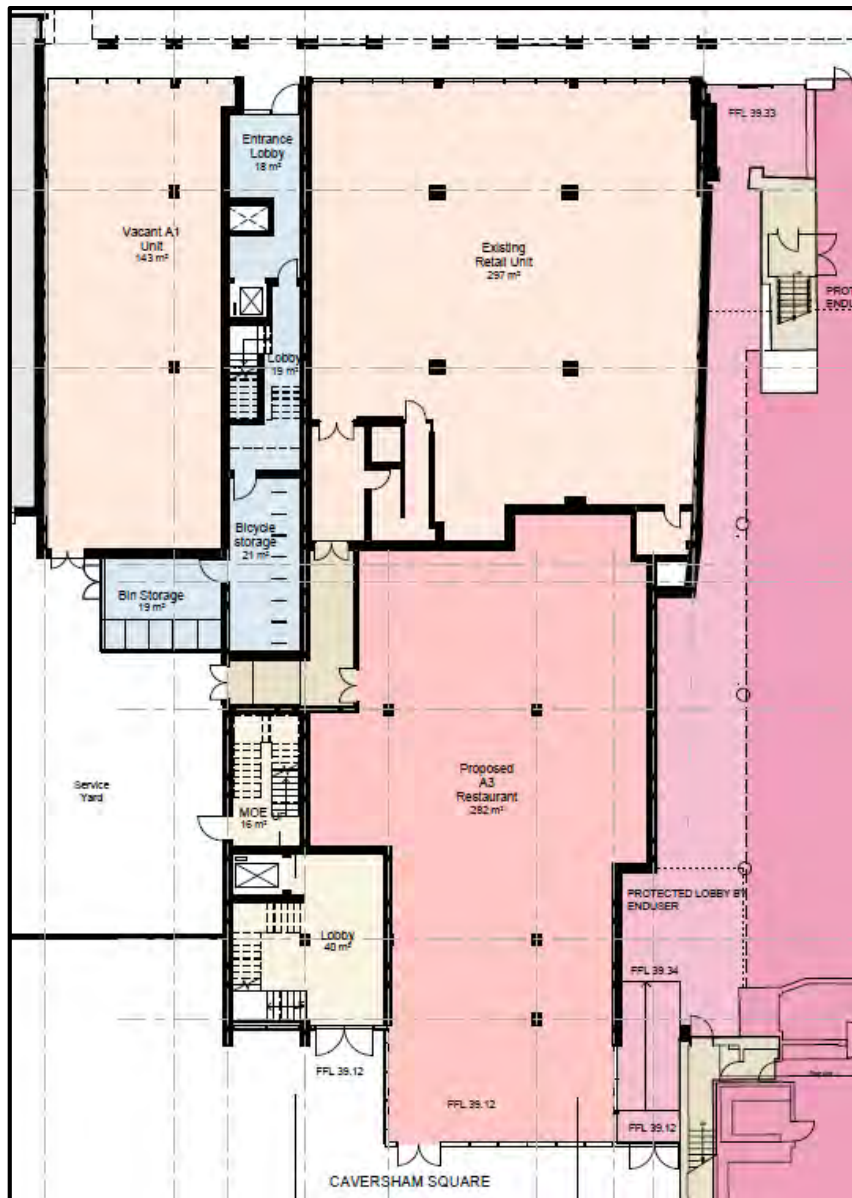
- 5.1 This chapter sets out the development proposal and access strategy.
- 5.2 The proposals have been developed as discussed with the potential operator, having concluded that they would prefer a larger unit if it was available. A larger unit is deliverable on the upper floors of 47-49 Church Street, as a result of Waitrose now not taking up the proposed enlarged store in Block E which was part of the consented scheme.
- 5.3 Under the current proposals, the key anchor of the cinema is moved forward from Block C to the revised part of the consented Block E. If the revised proposals for Block E are successful a cinema would not be provided in Block C. Initial discussions with RBC indicate that they have concerns about two cinemas on site. The applicant and potential operator consider that it would not be viable for two cinemas to operate on the site within 50m of each other.
- 5.4 We would expect that if RBC are seriously concerned about there being two cinemas on site, that a suitably worded planning condition could be attached to the current application that ensures that this would not occur.

Proposed Development

- 5.5 The current position is that Waitrose do now not wish to extend their store as per the consented proposals for Block E. Waitrose requirements shaped the design and size of this part of the extant permission, thus part of the central core of the site is now available to provide a key anchor for the St Martins Centre. This space is now available for a larger cinema offer through the revised proposals for part of Block E rather than at the back of the site above Block C.
- 5.6 This Application seeks a revision to the consented planning permission, to enable the cinema to be provided on the upper floors of units 47-49 Church Street (relocated from Block C), alongside the creation of 16 residential units. It is also proposed to make changes to the ground floor to units 47 and 49 to provide access to the residential units proposed on the upper floors and split two of the existing retail units.
- 5.7 At ground floor level unit 47 is reduced in size to provide a lobby (80 sqm) for the residential units above and unit 49 is largely unchanged but with an A3 unit and a cinema lobby attached to the rear. The existing pedestrian walkthrough will be covered over to become part of the Waitrose unit, but will remain a protected pedestrian walkthrough and will therefore not generate further trips. This was the agreed approach in the consented scheme.
- 5.8 The development proposal therefore comprises a change from 489 sqm of extant A1 use (units 47 and 49 and ground floor level) to 440 sqm of A1 retail with a 40 sqm lobby to provide access to the

proposed residential units above. To the rear of unit 49 a 282 sqm of A3 restaurant with 75 sqm lobby for the cinema would be provided on part of the existing service yard. The proposed Masterplan for the ground floor of the scheme is shown at Figure 5.1 and provided at Appendix C.

Figure 5.1 Proposed Masterplan



Vehicular Access Strategy

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



Service Vehicle Strategy

- 5.10 The service vehicle access strategy will remain as per the consented strategy from Application 140997. The main vehicle access for general traffic and Waitrose service vehicles will remain via Archway Road. This access is currently a double mini-roundabout from Archway Road onto Gosbrook Road. Secondary service accesses are provided from Abbotsmead Place and onto Church Street via the lane to the west of the site. This access will be for service vehicles only.
- 5.11 Swept Path Analysis for a rigid and articulated HGV has been undertaken and is provided in SPA01 and SPA02, included at Appendix D.

Pedestrian and Cycle Access

- 5.12 Pedestrian and cycle access strategy will remain as per the consented strategy from Application 140997. The St Martins Centre has an internal pedestrian network which connects to the footways located along adjacent streets. Cycle access will be gained from the adjacent road network (such as Church Street and Prospect Street which form part of National Route 5). Within the internal network of the site, the design will cater for the safe movement of cyclists to and from cycle parking areas.

Vehicle Parking Provision

- 5.13 Vehicle parking will be provided in accordance with the consented parking strategy associated with Application 140997.
- 5.14 The development will provide 15 spaces for the residential element of the site, at a ratio of 1 space per bed. It should be noted that this is in accordance with the Reading Borough Local Supplementary Planning Document: Development Framework Revised Parking Standards and Design (2011). Use of resident parking will be regulated by permit as previously agreed with RBC in 2015.
- 5.15 It is considered that the level of parking previously proposed for the Cinema under Application 140997 is appropriate to cater for the level of vehicles generated by the facility. Vehicles generated by the cinema will therefore be contained within the main customer car park, which comprises 308 parking spaces with 10 classified as 'disabled' and 8 as 'parent and toddler'.

Cycle Parking Provision

- 5.16 Covered secure cycle parking facilities are provided across the site, as per consented under Application 140997. It is considered that the existing level of cycle parking is appropriate for the Cinema element of the development. It should be noted that the use of the cycle parking spaces will be monitored by the Site Travel Plan and additional cycle parking will be provided if required. There will also be a 21 m² indoor bicycle storage room for the residential units.



- 5.17 A minimum of 8 cycle parking spaces will be provided, in accordance with the Reading Borough Local Supplementary Planning Document: Development Framework Revised Parking Standards and Design (2011).

Motorcycle Parking Provision

- 5.18 Motorcycle parking will be provided in accordance with the consented parking strategy associated with Application 140997.

6 Trip Rate, Generation and Assignment

Introduction

- 6.1 This chapter of the report sets out the development trip generation for the new elements of the St Martin's Centre in Caversham.

Trip Rate and Trip Generation

- 6.2 The level of trips forecast be generated by the development will use the trip rates as set out in the 2014 Transport Assessment submitted as part of Application 140997. The trip rates provided within the 2014 WYG Transport Assessment are reproduced in Table 6.1 for convenience, alongside the forecast trip generation.
- 6.3 The level of traffic to be generated by the site is associated with the creation of the following land uses:
- 283 sqm A3 Retail;
 - 394 sqm Cinema (the increase to the consented provision under Application 140997); and
 - 16 private flats.

Table 6.1 Vehicle Trip Rates and Development Trip Generation *

	Vehicle Trip Rates			Vehicle Trip Generation		
	In	Out	Two Way	In	Out	Two Way
	A3 Retail (283 sqm)					
AM Peak (0730-0830)	0	0	0	0	0	0
PM Peak (1630-1730)	3.519	2.972	6.491	10	8	18
Weekend Peak (1230-1330)	1.372	0.914	2.286	4	3	6
	Cinema (394 sqm)					
AM Peak (0730-0830)	0	0	0	0	0	0
PM Peak (1630-1730)	1.494	1.1	2.594	6	4	10
Weekend Peak (1230-1330)	2.885	2.463	5.347	11	10	21
	Residential Flats (16 units)					
AM Peak (0730-0830)	0.287	0.155	0.442	5	2	7
PM Peak (1630-1730)	0.124	0.071	0.195	2	1	3
Weekend Peak (1230-1330)	0.117	0.147	0.264	2	2	4
	Net Development Traffic					
AM Peak (0730-0830)	n/a	n/a	n/a	5	2	7
PM Peak (1630-1730)	n/a	n/a	n/a	18	14	32
Weekend Peak (1230-1330)	n/a	n/a	n/a	18	14	32

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

- 6.4 Table 6.1 demonstrates that the proposed development will generate a net increase of 7 two-way vehicular trips in the AM peak period, 32 two way vehicular trips in the PM peak period and 32 two way vehicular trips during the weekend peak period.

Multi-Modal

- 6.5 The multi modal trip generation is based on the 2011 census for the for the Caversham Ward, which the site is located within. The mode share for the ward has been obtained from the 2014 Transport Assessment submitted as part of Application 140997, which is reproduced in Table 6.2 alongside the multi modal trip generation associated with the full development.

Table 6.2 Multi-Modal Trip Generation: Net Development

Mode of Travel	Mode Share*	AM Peak (0730-0830)			PM Peak (1630-1730)			Weekend Peak (1230-1330)		
		In	Out	Two Way	In	Out	Two Way	In	Out	Two Way
Car Driver	44.80%	4	2	7	18	14	32	18	14	32
Car Passenger	4.35%	0	0	1	2	1	3	2	1	3
Bus	10.77%	1	0	2	4	3	8	4	3	8
Rail	9.57%	1	0	1	4	3	7	4	3	7
Cycle	4.07%	0	0	1	2	1	3	2	1	3
Foot	16.39%	1	1	3	7	5	12	7	5	12
Taxi	0.31%	0	0	0	0	0	0	0	0	0
Motorcycle	0.57%	0	0	0	0	0	0	0	0	0
Other	0.40%	0	0	0	0	0	0	0	0	0
Total	100.00%	9	4	16	40	31	71	40	31	71

*Mode Share obtained from 2014 WYG Transport Assessment (ref: 140997)

Trip Distribution and Assignment

- 6.6 Development Traffic has been assigned to the local road network using the distribution set out in the 2014 Transport Assessment submitted as part of Application 140997.
- 6.7 This distribution was based upon the existing turning count movements observed within the surveyed network. This approach is considered robust as the majority of users of the St Martin's Centre will be local and any additional use is expected to be an uplift of use by existing users.
- 6.8 The distribution diagrams showing the distribution at each junction within the network are presented in Figures 6.1 – 6.4 attached at the end of the report.

Traffic Impact Analysis

- 6.9 As discussed previously, the main vehicular access to the St Martin's Centre will be via Archway Road which forms the existing site access / egress. Secondary service accesses are provided from Abbotsmead Place and onto Church Street via the lane to the west of the site. Due to the low level of



service traffic likely to be generated, this review has considered all vehicles forecast to be generated using the main access and not the service accesses.

- 6.10 Table 6.1 shows that that the proposed development will generate a net increase of 7 two-way vehicular trips in the AM peak period, 32 two way vehicular trips in the PM peak period. During the weekend peak period the development could also generate 32 two way vehicular trips.
- 6.11 It is considered that a maximum addition of 32 two-way vehicles over the course of peak hours will not be detrimental to the operation or safety of the wider highway network. The reason being that the development represents a worst case average net increase of 1 additional two way vehicle every 2 minutes. The level of traffic generated by the proposed development is therefore considered to be negligible.
- 6.12 A review has been undertaken of the Gosbrook Road / Archway Road / South Street / Church Road junction, through which the majority of development trips will pass. The junction benefits from good levels of visibility on entry and egress particularly in the context of the 30mph speed limit that applies in this location.
- 6.13 Consideration has been given to the traffic distribution assessments provided within the Transport Assessment Addendum submitted under the previous Application (ref: 140997). The assessments concluded that approximately 70% to 80% would be travelling through the Gosbrook Road / Archway Road / South Street / Church Road junction. It can therefore be considered that the impact to the junction would be a net impact of 22 to 26 two way vehicles, equating to an average impact of 1 additional two way vehicle every 2 to 3 minutes. It can therefore be considered that given the low volume of trips proposed to be generated by the site travelling through the Gosbrook Road / Archway Road / South Street / Church Road junction, that the impact to the junction will be negligible.
- 6.14 It is considered that the development traffic associated with the site will not result in any significant impacts on the operation of the local highway network. In the context of paragraph 32 of the National Planning Policy Framework, the residual cumulative impacts of the development will not be severe.



7 Summary and Conclusion

Summary

- 7.1 WYG has been commissioned by Hermes Real Estate Investment Management Ltd to provide highways and transportation advice and to prepare this Transport Statement in support of the planning application for the regeneration of the St. Martins Centre, Caversham.
- 7.2 The St Martins Centre benefits from a current planning consent (ref: 140997) to amend several of the existing retail units to provide a new cinema and several residential units in vacant space above the retail units on the ground floor.
- 7.3 This Application seeks a revision to the consented planning permission (part of Block E of the extant consent), to enable the cinema to be provided on the upper floors of 47-49 Church Street (relocated from Block C), alongside the creation of 16 residential units. It is also proposed to make changes to the ground floor of units 47 and 49 to provide access to residential units on the upper floors and make alterations to the two existing retail units fronting Church Street.
- 7.4 The vehicle, pedestrian and cycle access will remain as per the consented strategy from Application 140997.
- 7.5 The proposed development will generate a net increase of 7 two-way vehicular trips in the AM peak period, 32 two-way vehicular trips in the PM peak period. During the weekend peak period the development could also generate 32 two-way vehicular trips.
- 7.6 It is considered that a maximum addition of 32 two-way vehicles over the course of peak hours will not be detrimental to the operation or safety of the wider highway network. The reason being that the development represents a worst case average net increase of 1 additional two-way vehicle every 2 minutes. The level of traffic generated by the proposed development is therefore considered to be negligible with minimal impact to the local road network.

Conclusion

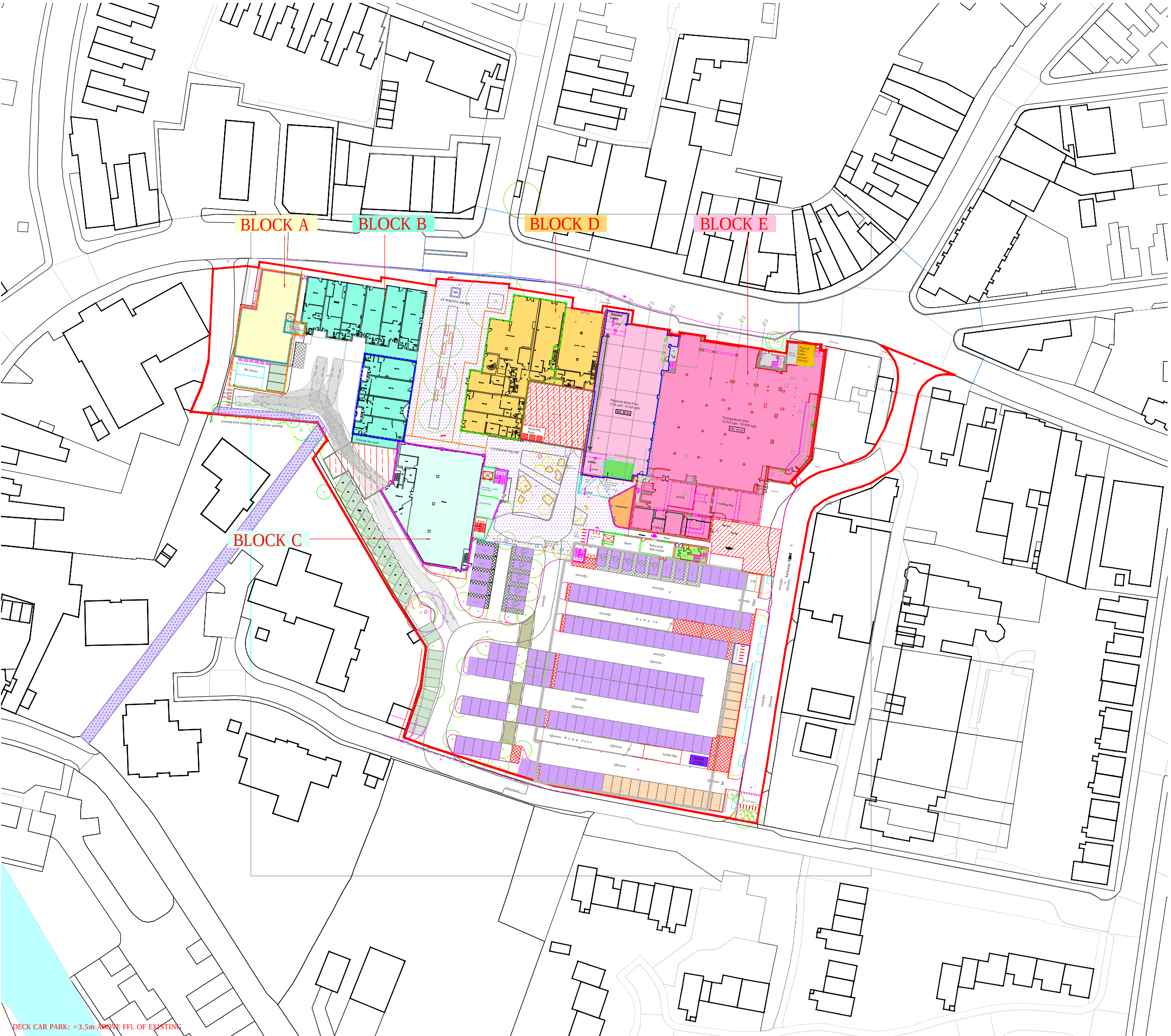
- 7.7 It is considered that the development of the site associated development traffic will not result in any significant impacts on the operation of the local highway network. In the context of paragraph 32 of the National Planning Policy Framework, the residual cumulative impacts of the development will not be severe.



Appendix A

MASTERPLAN FROM APPLICATION 140997

The scaling of this drawing cannot be assured		
Revision	Date	Drawn by
P1 PLANNING APPLICATION	19.06.14	CJ
P2 PLANNING UPDATES	16.09.14	YC
P3 PARKING AND CYCLE SPACES IN KEY CLARIFIED	03.10.14	YC
P4 PARKING AND MOTOR CYCLE SPACES UPDATED	17.10.14	YC



- RETAIL PARKING AT GRADE: 147 CONSISTING OF: 18 X MOBILITY 129 STANDARD
- PARKING FOR EXISTING TENANTS: 21
- RESIDENTIAL PARKING: 27
- RETAIL CAR PARKING ON DECK: 129 STD BAYS
- 48 CYCLE PARKING SPACES SHEFFIELD STYLE STANDS
- MOTOR CYCLES
- BLOCK A PROPOSED RESTAURANT: GROUND FLG FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK A PROPOSED RESIDENTIAL FLOORS (17 U FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK B EXISTING RETAIL GROUND FLOOR FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK B PROPOSED RESIDENTIAL FLOOR (4 UNI FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK C EXISTING RETAIL GROUND FLOOR FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK C PROPOSED RESTAURANT & CINEMA FLG FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK D EXISTING RETAIL GROUND FLOOR : FOR AREAS PLEASE REFER TO PLANS AND ELEVATIONS
- BLOCK D PROPOSED RESIDENTIAL FLOORS (19 UNITS) FOR AREAS PLEASE REFER TO PLANS AND ELEVATIONS
- BLOCK E EXISTING WAITROSE FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK E PROPOSED WAITROSE FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- UNITS TO BE DEMOLISHED: 316 SQ M/3,401 SQ FT
- LISTED BUILDINGS - LIBRARY
- EXISTING TREES
- SERVICE YARD
- RETAIL ACCESS AND KIOSKS
- RECYCLING POINT
- CYCLE ROUTE
- PUBLIC SPACE CAVERSHAM & ST. MARTINS SQ

PLANNING

Drawings based on survey information provided by Encompass Surveys, received 15/10/2013 and Ordnance Survey data.

Layout for illustrative purposes only. All area figures to be checked on site or against full building survey

All means of escape routes to building control / fire officer approval

Site boundary taken from information supplied by client and is approximate only. This information is to be verified with land register records from client

All Existing structure assumed and subject to Structural Engineers survey

Project
St Martin's Centre, Church Stree Caversham

Drawing Title
Proposed Consolidated Site Plan & Car Park

Date	Scale	Drawn by	Chc
Dec 2013	1:500@A1	SJ/RP	RP/I
Project No	Drawing No	Revis	
18511	PP-MP-02	P4	

NORTH

Planning • Master Planning & Urban De
Architecture • Landscape Planning & Design • Project Serv
Environmental & Sustainability Assessment • Graphic De

bartonwillmore.co.uk



Appendix B

SCOPING NOTE

Transport Statement Scoping Report

Project:	St Martins Centre, Caversham	Office:	Bristol
Project Nº:	A080972	Prepared by:	Antonio Pinto
Client:	Hermes Real Estate Investment Management	Approved by:	Chris Long
Date:	January 2018	Status:	Final
Subject:	St Martins Centre, Caversham: Transport Statement Scoping Report		

1 Introduction

- 1.1 WYG Transport are providing technical advice to Hermes Real Estate Investment Management Ltd, in regards to the proposed development at the St Martins Centre in Reading.
- 1.2 The St Martins Centre benefits from a current planning consent as per planning permission (ref: 140997) to amend several of the existing retail units to provide a new cinema and several residential units in vacant space above the retail units on the ground floor. This regeneration scheme for the St Martins Centre was structured around an extended Waitrose in Block E and D.
- 1.3 It is understood that the Waitrose extension into Block D (unit 49) will now not progress, which provides the opportunity to deliver a larger cinema unit in a more central location as well as 15 additional residential units.
- 1.4 This current planning application therefore seeks consent to relocate the cinema from Block C into Block F and provide 15 additional residential units. At the time of writing no changes are proposed to Block C and this will remain as per the extant use.
- 1.5 This Scoping Report has been prepared pursuant to agreeing with Reading Borough Council (RBC) the parameters and methodology for the forthcoming Transport Statement.

2 Site Location

- 2.1 Figure 2.1 below shows the location of the site in the context of Reading and Caversham.

Figure 2.1 Site Location Plan

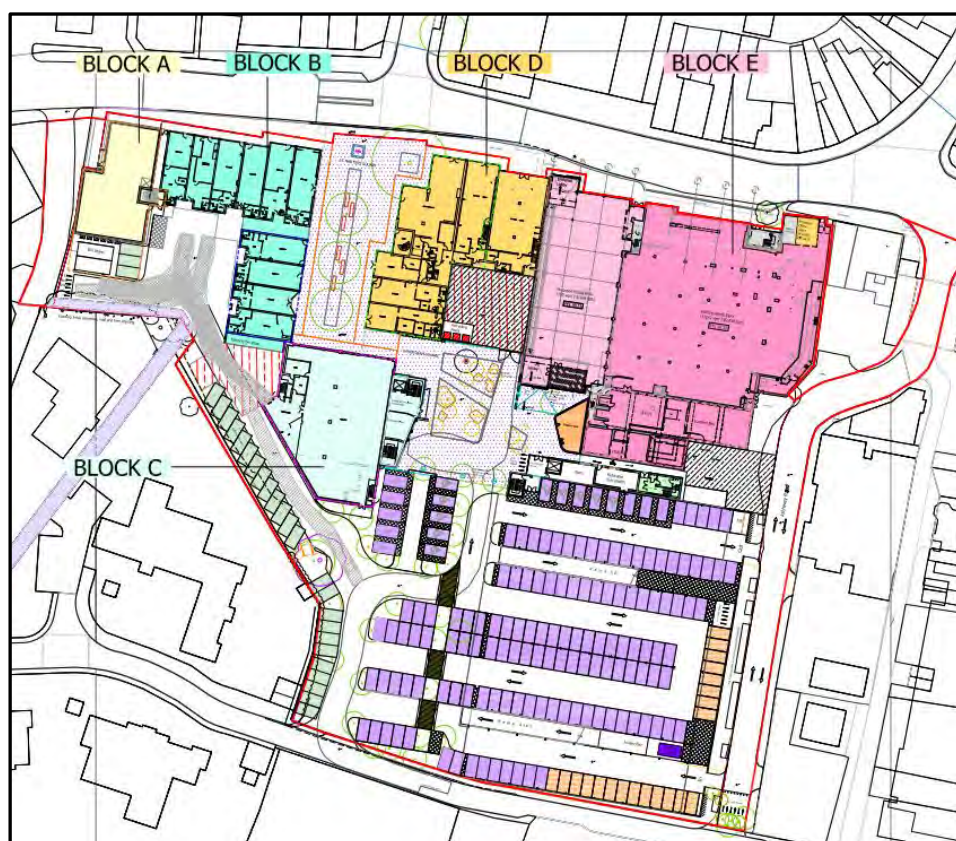


- 2.2 The St. Martin's Centre is located at the southern end of Caversham and lies approximately 250m north of the River Thames and approximately 1.5 km north of Reading Town Centre.

3 Planning History

- 3.1 Full planning permission (ref: 140997) was granted on the 31st of March 2015. This extant permission sets out regeneration proposals for the St Martin's Centre based around an improved Waitrose offer, new and revised retail units, a small cinema and residential units in the floors above. The scheme was developed and approved to provide refurbishment and enhanced the facilities at the St Martins Centre for the people of Caversham.
- 3.2 The consented regeneration scheme comprised a new block to the west (Block A), with an improved central core around St Martin's Square (Blocks B and D) and a new public square at the rear (Caversham Square) between Blocks C and D. Existing shops within the centre will be reconfigured and redundant storage and office space will be converted to residential units. At the rear of the site, behind St Martin's Square, Block C will be reconfigured to provide Iceland on the lower floors and a restaurant and leisure use above (boutique cinema).
- 3.3 The consented new facilities to be provided at the St Martin's Centre comprise:
- 262 sqm extension to extant Waitrose Store (to be provided a Block E);
 - 542 sqm A3 Restaurant (to be provided at Bocks A and C);
 - 652 sqm Cinema (to be provided at Block C);
 - 40 residential units (flats) (to be provided at Blocks A, B and D);
 - Alongside new pedestrian / cycle links and car parks.
- 3.4 The consented masterplan is shown at Figure 3.1 and provided at Appendix A.

Figure 3.1 Application 140997 Illustrative Masterplan (Block F)



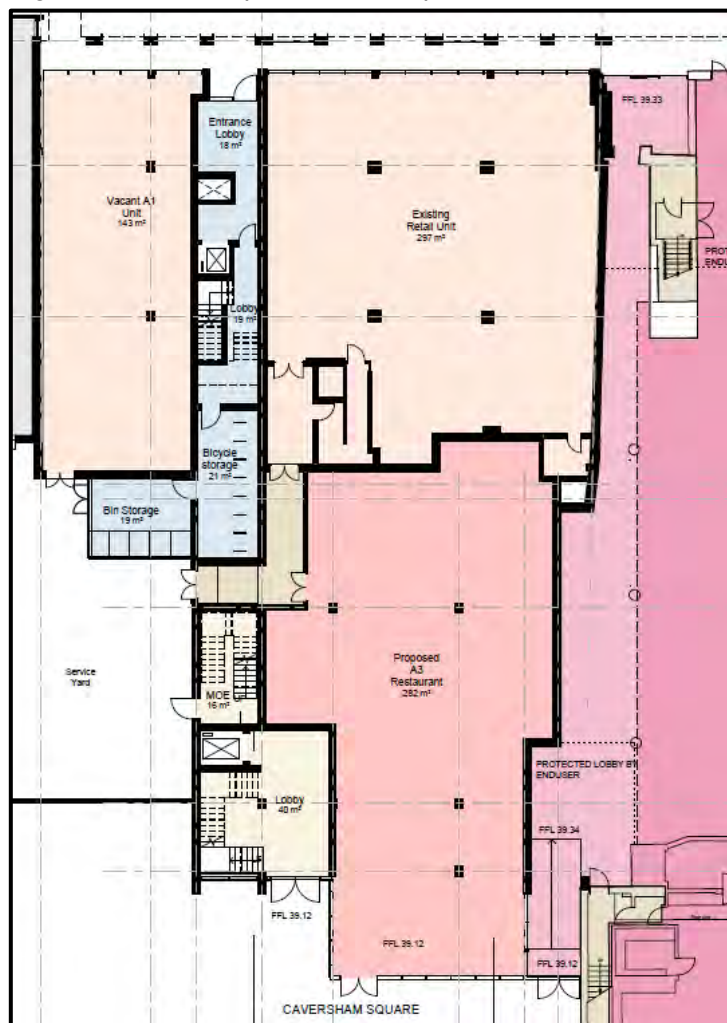


- 3.5 Following a discussion with the project team, it has been confirmed that the potential operator considers that it would not be viable for two cinemas to operate on the site with 50m of each other. Our understanding is that the operator in question would prefer a larger unit. A larger unit is deliverable in Block F as a result of Waitrose now not coming forward as per the consented scheme. Under the current proposals the key anchor of the cinema is moved forward to Block F and if successful a cinema would not be provided in Block C. We would expect that if RBC are seriously concerned about there being two cinemas on site, that a suitably worded planning condition could be attached to the current application that ensures that this would not occur.

4 Current Position and Development Proposals

- 4.1 The current position is that Waitrose do now not wish to extend their store from Block E into Block D which formed a key part of the consented proposals. As a result, part of the central core of the site is now available to provide a key anchor for the St Martins Centre. This space is available for a larger cinema offer in Block F rather than at the back of the site above Block C.
- 4.2 This Application seeks a revision to the consented planning permission, to enable the cinema to be provided on the upper floors of Block F (relocated from Block C – see Figure 3.1), alongside the creation of 15 residential units. It is also proposed to make changes to the ground floor to units 47 and 49 to provide access to the upper floors and split two of the existing retail units. Unit 47 is reduced in size to provide a lobby (80 sqm) for the cinema / residential access and unit 49 is largely unchanged but with an A3 unit attached to the rear. The existing pedestrian walkthrough will be covered over to become part of the Waitrose unit, but will remain a protected pedestrian walkthrough and will therefore not generate further trips.
- 4.3 This comprises a change from 520 sqm of extant A1 use (Units 47 and 49) to 440 sqm of A1 retail with a 80 sqm lobby to provide access to the proposed residential units above. To the rear of Unit 49 a 282 sqm of A3 restaurant with 60 sqm lobby for the cinema would be provided on part of the existing service yard. The proposed Masterplan for the ground floor of the scheme is shown at Figure 4.1 and provided at Appendix B.

Figure 4.1 Proposed Masterplan



5 Transport Statement Structure

- 5.1 The relocation of the cinema from Block C to F enables a larger floor area to be provided when compared to the consented provision. The cinema was proposed to provide a floor area of 652sqm under the consented 140997 Application, with the new proposal comprising a net floor area of 879sqm. This equates to an increase of 227sqm when compared to the consented provision.
- 5.2 As mentioned previously, this will be provided alongside 15 residential units (flats), A1 units totalling 440 sqm and a 282 sqm A3 unit. The A1 units provide a marginal decrease in extant A1 unit space. To provide a robust worst case assessment, this reduction in floor space has not been assessed, and it has been assumed that the proposed A1 units will generate the same number of trips as the extant units. Thus, only the A3 unit, cinema and residential flats have been assessed.
- 5.3 Given the low number of trips forecast to be generated by the development proposals, the provision of a Transport Statement is considered appropriate to support the planning application. It is proposed that the following information will be provided within the forthcoming Transport Statement:

Policy Review

- 5.4 A review will be undertaken of national and local policy, in terms of highways and transportation to ensure that the proposals are in accordance with Government and Reading Borough Council guidance. This will cover any updates in policy since the original application in 2014.

Existing Highway Conditions

- 5.5 A full description of the existing site and transport conditions in the area will be provided including the following:
- A description of the function and nature of the road network in the vicinity of the site; and
 - A review of personal injury accident data within the area for the most recent five-year period.

Existing Non-Car Accessibility

- 5.6 A thorough review of the existing non-car accessibility of the site will be undertaken including the following:
- A description of the existing pedestrian footways and footpaths in the vicinity of the site both in terms of their standard and connectivity;
 - A description of the existing cycle routes in the vicinity of the site both in terms of their standard and connectivity;
 - Identification of the location of local bus stops, the standard of the bus stop infrastructure provided and the routing / frequency of services available there from; and
 - Description of the any sustainable transport facilities consented by Application 140997.

Trip Rate and Generation

- 5.7 The level of trips forecast to be generated by the development will use the trip rates as set out by the 2014 Transport Assessment submitted as part of Application 140997. The trip rates provided within the 2014 WYG Transport Assessment are reproduced in Table 5.1 for convenience, alongside the forecast trip generation.

5.8 The level of traffic to be generated by the site is associated with the creation of the following land uses:

- 282 sqm A3 Retail;
- 227 sqm Cinema (the increase to the consented provision under Application 140997); and
- 15 private flats.

Table 5.1 Trip Rates and Development Trip Generation *

	Trip Rate			Trip Generation		
	In	Out	Two Way	In	Out	Two Way
A3 Retail (282 sqm)						
AM Peak (0730-0830)	0	0	0	0	0	0
PM Peak (1630-1730)	3.519	2.972	6.491	10	8	18
Weekend Peak (1230-1330)	1.372	0.914	2.286	4	3	6
Cinema (227 sqm)						
AM Peak (0730-0830)	0	0	0	0	0	0
PM Peak (1630-1730)	1.494	1.1	1.494	3	2	3
Weekend Peak (1230-1330)	2.885	2.463	5.347	7	6	12
Residential Flats (15 units)						
AM Peak (0730-0830)	0.287	0.155	0.442	4	2	7
PM Peak (1630-1730)	0.124	0.071	0.195	2	1	3
Weekend Peak (1230-1330)	0.117	0.147	0.264	2	2	4
Net Development Traffic						
AM Peak (0730-0830)	n/a	n/a	n/a	4	2	7
PM Peak (1630-1730)	n/a	n/a	n/a	15	12	25
Weekend Peak (1230-1330)	n/a	n/a	n/a	12	10	23

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

- 5.9 Table 5.1 demonstrates that the proposed development will generate a net increase of 7 two way vehicular trips in the AM peak period, 25 two way vehicular trips in the PM peak period and 23 two way vehicular trips during the weekend peak period.
- 5.10 Given the low number of two way vehicular trips forecast to be generated during the peak hours (less than 30), it is considered that formal junction capacity modelling is not required to support this Application.
- 5.11 The multi modal trip generation will be based on the 2011 census for the for the Caversham Ward, which the site is located within. The mode share for the ward has been obtained from the 2014 Transport Assessment submitted as part of Application 140997, which is reproduced in Table 5.2 alongside the multi modal trip generation associated with the full development.

Table 5.2 Multi-Modal Trip Generation: Net Development

Mode of Travel	Mode Share*	AM Peak (0730-0830)			PM Peak (1630-1730)			Weekend Peak (1230-1330)		
		In	Out	Two Way	In	Out	Two Way	In	Out	Two Way
Car Driver	44.80%	4	2	7	15	12	25	12	10	23
Car Passenger	4.35%	0	0	1	1	1	2	1	1	2
Bus	10.77%	1	0	2	4	3	6	3	2	6
Rail	9.57%	1	0	1	3	3	5	3	2	5
Cycle	4.07%	0	0	1	1	1	2	1	1	2
Foot	16.39%	1	1	3	5	4	9	4	4	8
Taxi	0.31%	0	0	0	0	0	0	0	0	0
Motorcycle	0.57%	0	0	0	0	0	0	0	0	0
Other	0.40%	0	0	0	0	0	0	0	0	0
Total	100.00%	9	4	16	33	27	56	27	22	51

*Mode Share obtained from 2014 WYG Transport Assessment (ref: 140997)

Traffic Impact Review

- 5.12 A qualitative traffic impact review will be undertaken, to discuss the transportation and highways impact of development. Traffic will be assigned to the local road network using the distribution set out in the 2014 Transport Assessment submitted as part of Application 140997. No formal junction modelling will be provided to support this assessment.

6 Summary

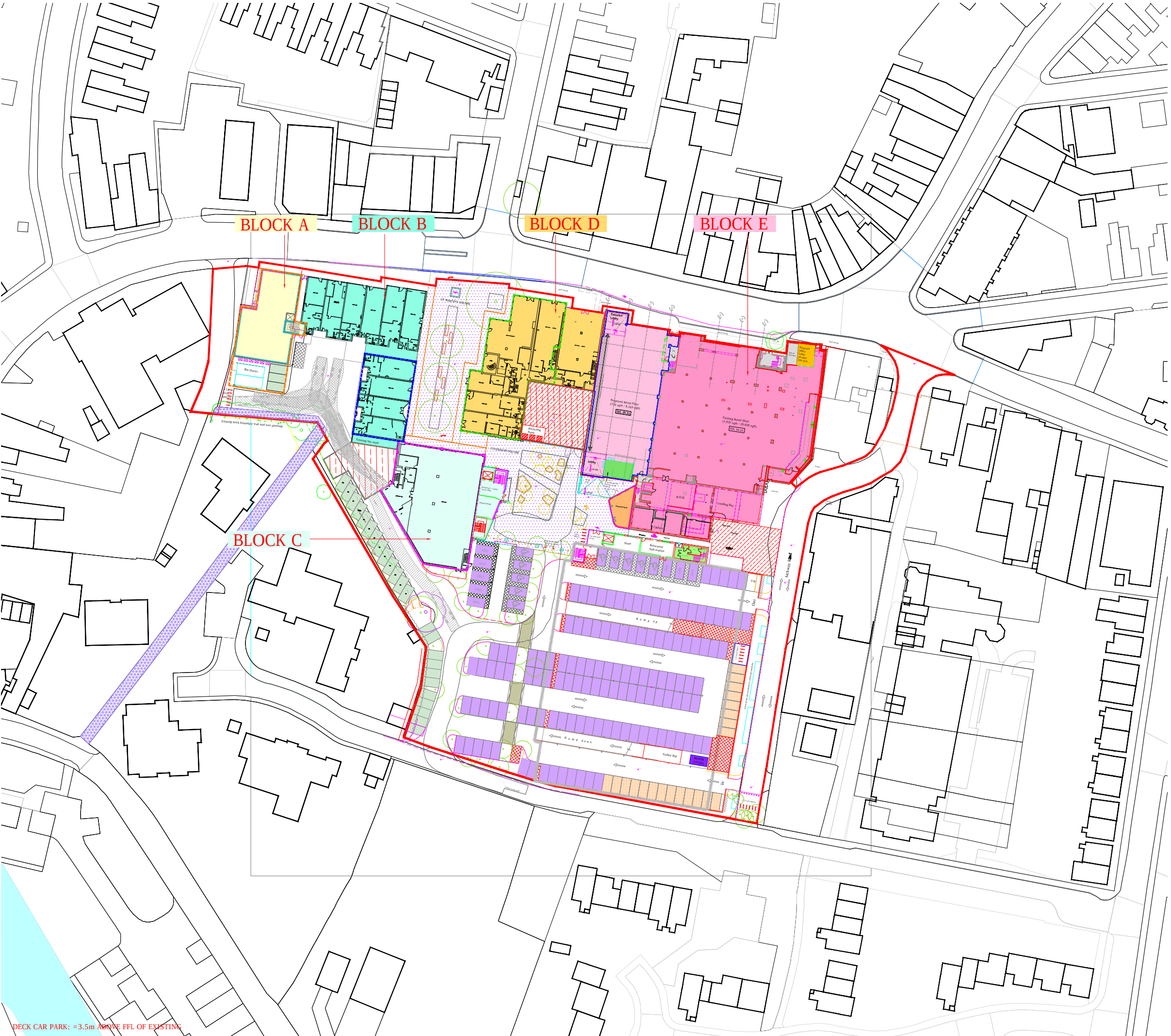
- 6.1 This Transport Scoping Note has been prepared to set out the parameters and methodology for the Transport Statement.
- 6.2 The next step is discussion and agreement with RBC of the scope required to support the planning application. With this in mind, we ask that RBC highways development control review this document and confirm that the specification set out is suitable for Assessment.



Appendix A

APPLICATION 140997 MASTERPLAN

The scaling of this drawing cannot be assured		
Revision	Date	Dr
P1 PLANNING APPLICATION	19.06.14	CJ
P2 PLANNING UPDATES	16.09.14	YC
P3 PARKING AND CYCLE SPACES IN KEY CLARIFIED	03.10.14	YC
P4 PARKING AND MOTOR CYCLE SPACES UPDATED	17.10.14	YC



- RETAIL PARKING AT GRADE: 147 CONSISTING OF: 18 X MOBILITY 129 STANDARD
- PARKING FOR EXISTING TENANTS: 21
- RESIDENTIAL PARKING: 27
- RETAIL CAR PARKING ON DECK: 129 STD BAYS
- 48 CYCLE PARKING SPACES SHEFFIELD STYLE STANDS
- MOTOR CYCLES
- BLOCK A PROPOSED RESTAURANT: GROUND FLG FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK A PROPOSED RESIDENTIAL FLOORS (17 U FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK B EXISTING RETAIL GROUND FLOOR FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK B PROPOSED RESIDENTIAL FLOOR (4 UNI FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK C EXISTING RETAIL GROUND FLOOR FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK C PROPOSED RESTAURANT & CINEMA FLG FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK D EXISTING RETAIL GROUND FLOOR : FOR AREAS PLEASE REFER TO PLANS AND ELEVATIONS
- BLOCK D PROPOSED RESIDENTIAL FLOORS (19 UNITS) FOR AREAS PLEASE REFER TO PLANS AND ELEVATIONS
- BLOCK E EXISTING WAITROSE FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- BLOCK E PROPOSED WAITROSE FOR AREAS PLEASE REFER TO PLANS A1 ELEVATIONS
- UNITS TO BE DEMOLISHED: 316 SQ M/3,401 SQ FT
- LISTED BUILDINGS - LIBRARY
- EXISTING TREES
- SERVICE YARD
- RETAIL ACCESS AND KIOSKS
- RECYCLING POINT
- CYCLE ROUTE
- PUBLIC SPACE CAVERSHAM & ST. MARTINS SQ

PLANNING

Drawings based on survey information provided by Encompass Surveys, received 15/10/2013 and Ordnance Survey data.

Layout for illustrative purposes only. All area figures to be checked on site or against full building survey

All means of escape routes to building control / fire officer approval

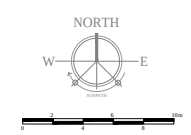
Site boundary taken from information supplied by client and is approximate only. This information is to be verified with land register records from client

All Existing structure assumed and subject to Structural Engineers survey

Project
St Martin's Centre, Church Stree Caversham

Drawing Title
Proposed Consolidated Site Plan & Car Park

Date	Scale	Drawn by	Chc
Dec 2013	1:500@A1	SJ/RP	RP/I
Project No	Drawing No	Revis	
18511	PP-MP-02	P4	



BARTO WILLMORE

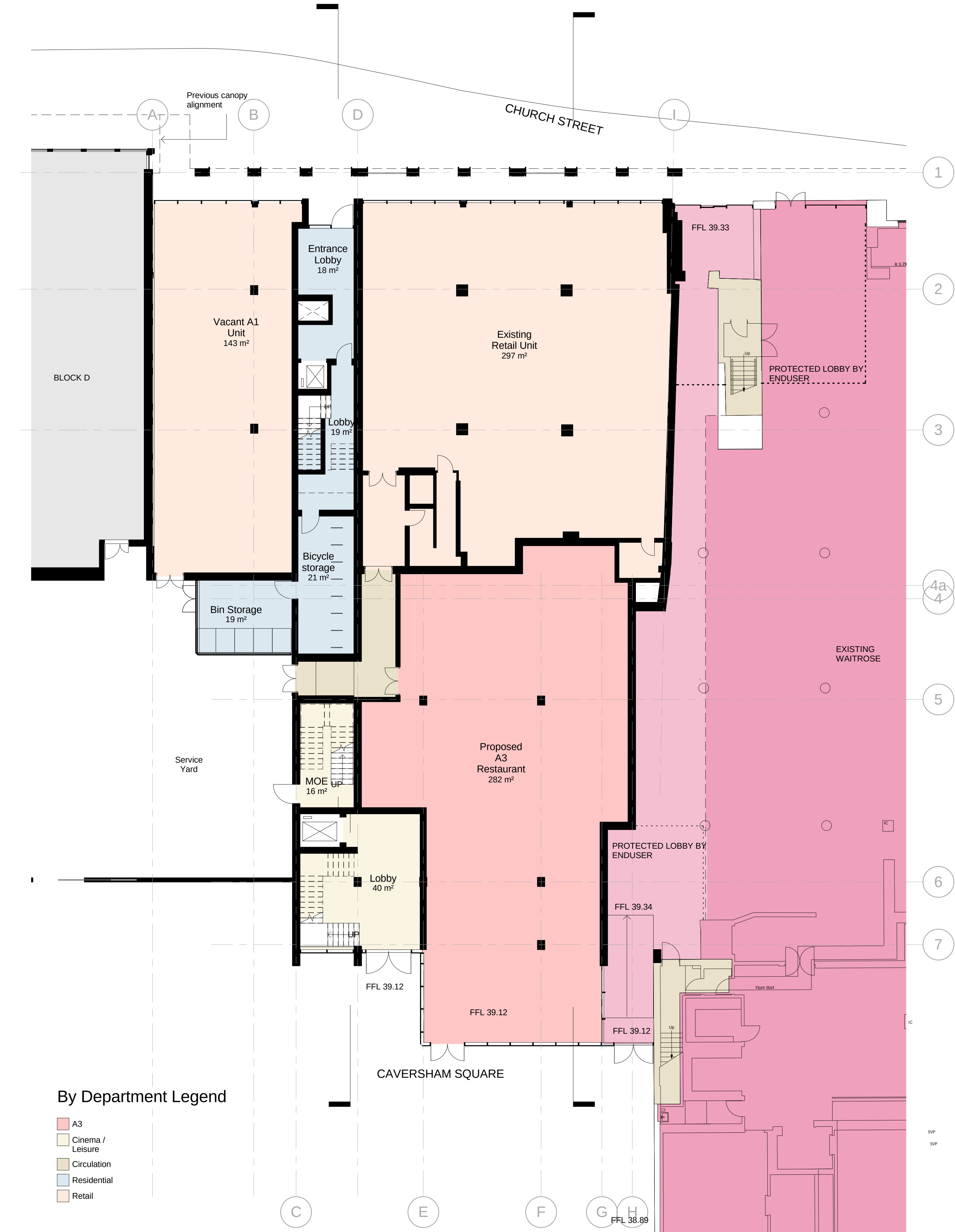
Planning • Master Planning & Urban De
Architecture • Landscape Planning & Design • Project Serv
Environmental & Sustainability Assessment • Graphic De

bartonwillmore.co.uk

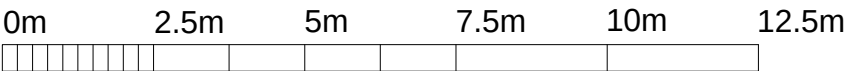
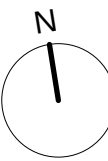
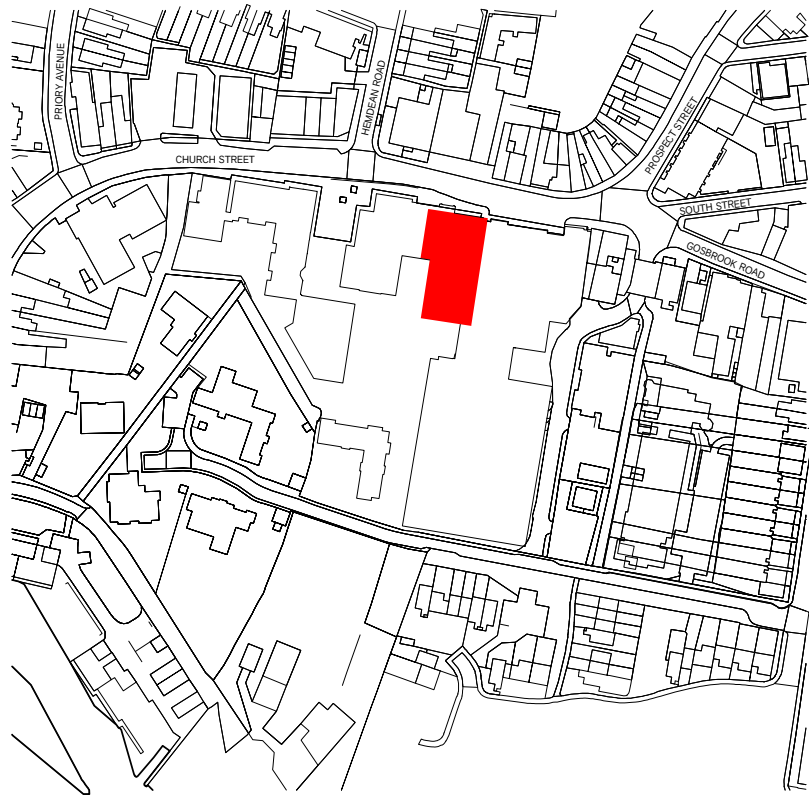
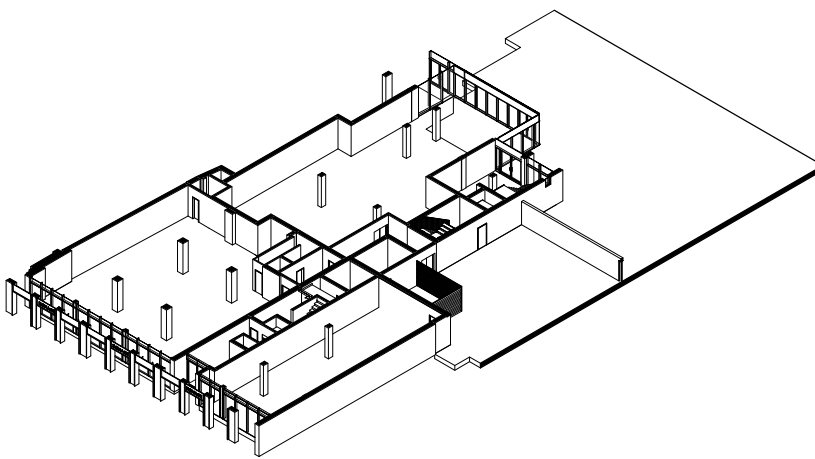


Appendix B

DEVELOPMENT PROPOSAL MASTERPLAN



Area Schedule Ground Floor		
Name	Use	Area
Existing Retail Unit	Retail	297 m²
Vacant A1 Unit	Retail	143 m²
Entrance Lobby	Residential	18 m²
Existing Vacant A3 Unit	Residential	2 m²
Bin Storage	Residential	19 m²
Lobby	Cinema / Leisure	40 m²
Proposed A3 Restaurant	A3	282 m²
MOE	Cinema / Leisure	16 m²
Lobby	Residential	19 m²
Bicycle storage	Residential	21 m²
MOE	Circulation	18 m²



VISUAL SCALE 1:125

DRAFT

Project
St Martins Centre, Caversham
Block F
Drawing Title
Proposed Ground Floor Plan

Date 11/23/17	Scale As indicated @ A1	Drawn by Author	Check by Designer
Project No 26669	Drawing No PP-F-01	Revision	-



Appendix C

PROPOSED MASTERPLAN

Drawings based on survey information provided by Encompass Surveys, received 15/10/2013 and Ordnance Survey data. Layout for illustrative purposes only. All area figures to be checked on site or against full building survey. All means of escape routes to building control / fire officer approval. Site boundary taken from information supplied by client & is approximate only. This information is to be verified with land register records from client. All Existing structure assumed and subject to Structural Engineers survey.

- A3

Cinema / Leisure

Circulation

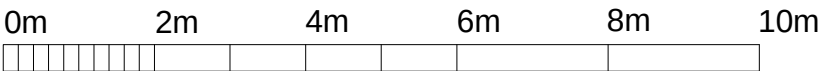
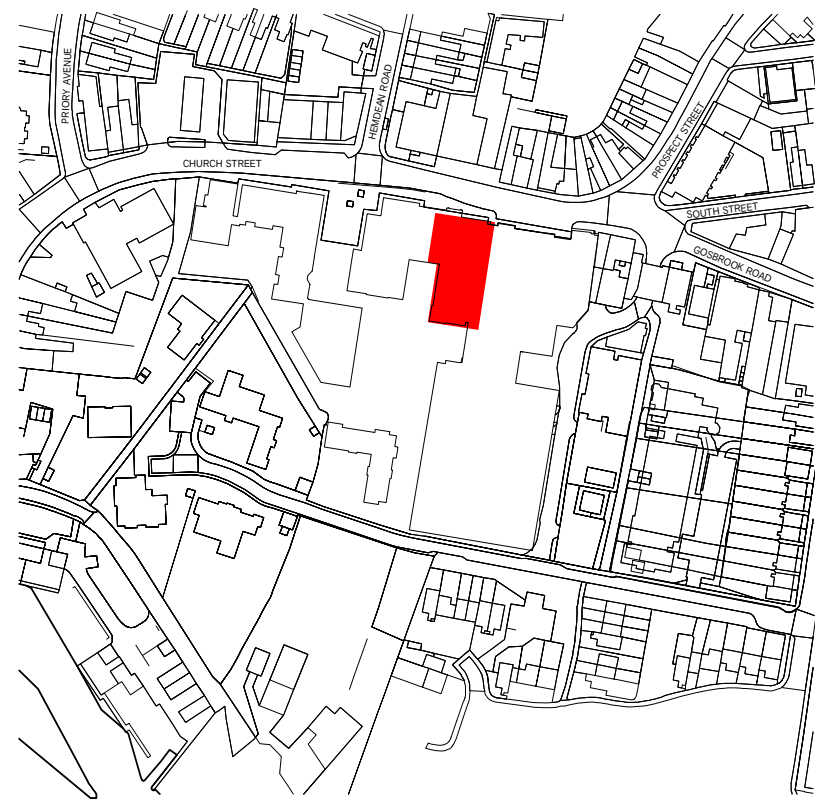
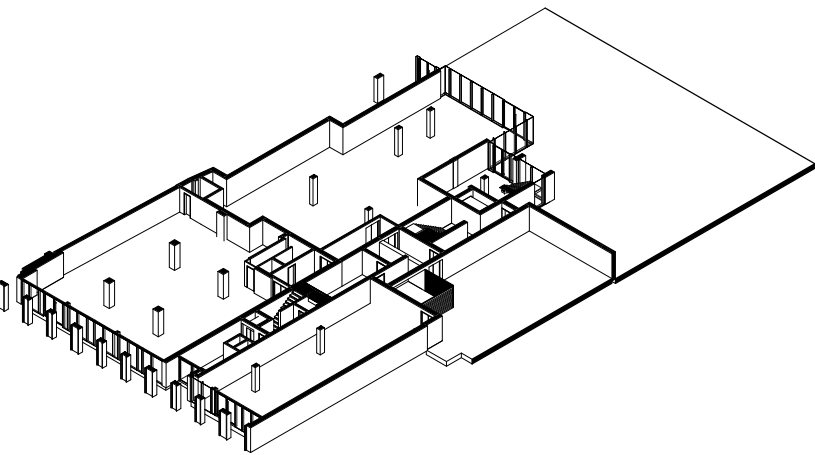
Residential

Retail

Existing Waitrose

Proposed Waitrose

Area Schedule Ground Floor		
Name	Use	Area
RETAIL A1 - UNIT 45,49&49A	Retail	297 m²
RETAIL A1 - UNIT 45A & 47	Retail	143 m²
Entrance Lobby	Residential	17 m²
Bin storage	Residential	19 m²
Lobby	Cinema / Leisure	39 m²
RETAIL A3 Unit	A3	283 m²
MOE	Cinema / Leisure	28 m²
Lobby	Residential	12 m²
Bicycle storage	Residential	19 m²
MOE	Circulation	12 m²
Lobby	Residential	3 m²
MOE	Circulation	9 m²
Gas eter room	Residential	5 m²
Residential	Block E	45 m²

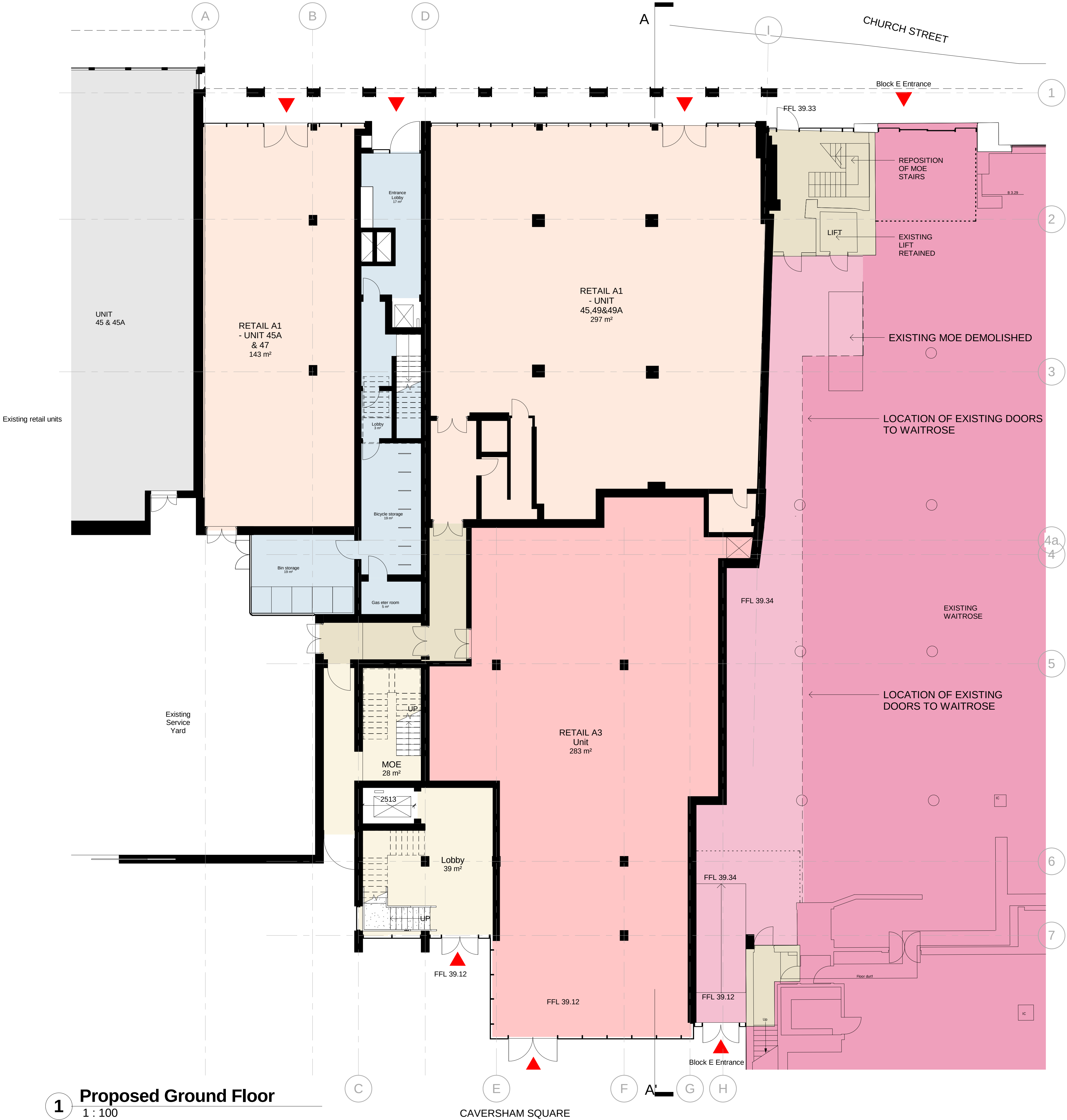


VISUAL SCALE 1:100

PLANNING

Project
St Martins Centre, Caversham
Block F
Drawing Title
Proposed Ground Floor Plan

Date	Scale	Drawn by	Check by
11/23/17	As indicated @ A1	HP	Designer
Project No	Drawing No	Revision	
26669	PP-F-02	-	

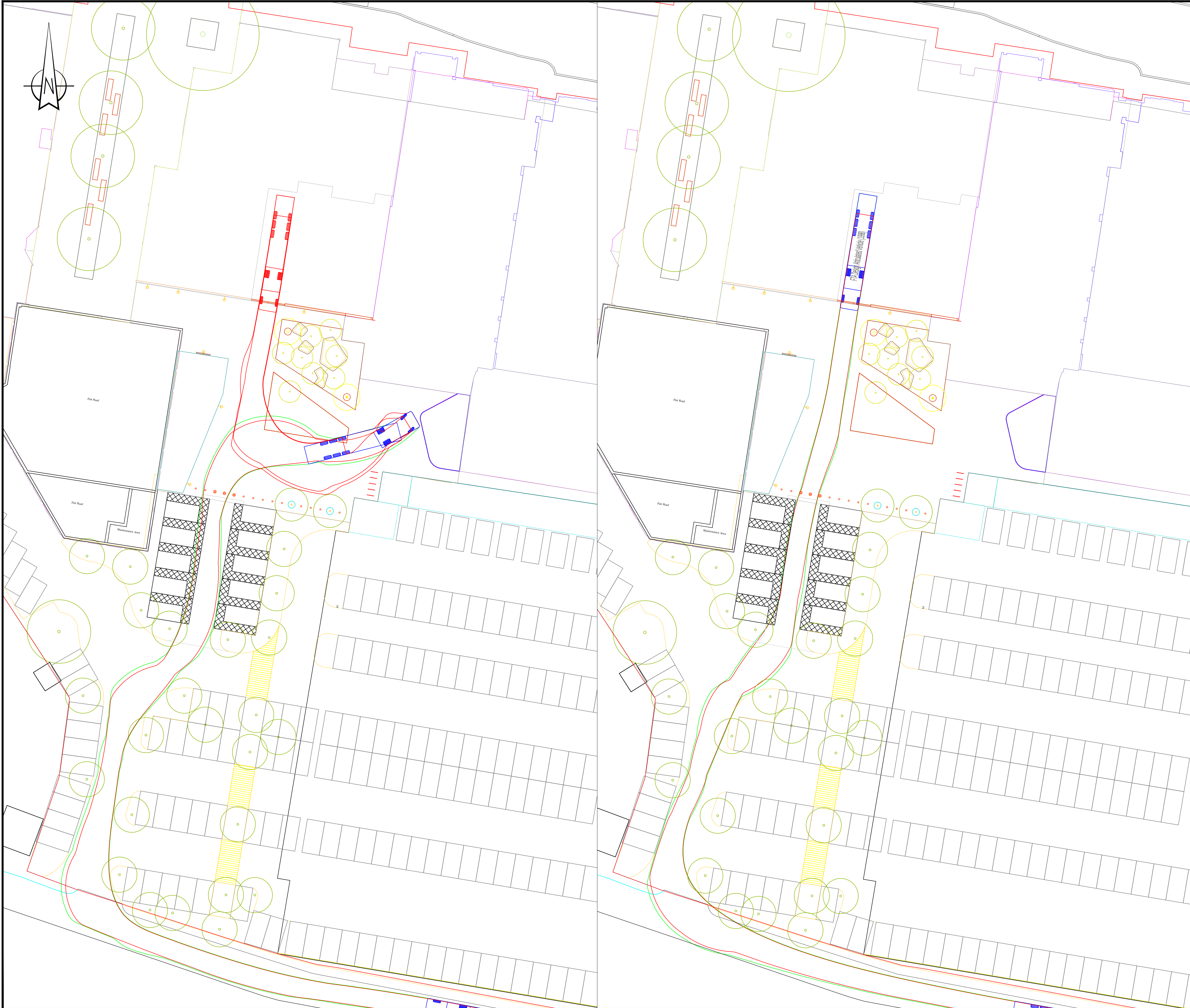


1 Proposed Ground Floor
1 : 100



Appendix D

SWEPT PATH ANALYSIS



NOTES:
1. DO NOT SCALE FROM THIS DRAWING.
2. THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY AND NOT FOR CONSTRUCTION.
3. THIS DRAWING IS TO BE READ AND PRINTED IN COLOUR.
4. ALL DIMENSIONS ARE SHOWN IN METERS, UNLESS SPECIFIED OTHERWISE.

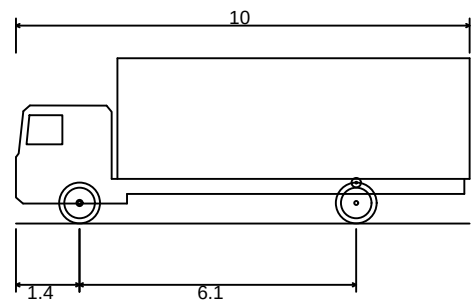
FTA Design Articulated Vehicle (1998)		16.480m
Overall Length		2.550m
Overall Width		3.870m
Overall Body Height		0.515m
Min Body Ground Clearance		2.470m
Max Track Width		3.00s
Lock to lock time		6.550m
Kerb to Kerb Turning Radius		

First Issue01.01.2017

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
CLIENT: Hermes Property Unit Trust				
PROJECT: St Martin's Centre, Caversham				
DRAWING TITLE: HGV Arctic Swept Path Analysis				
SCALES: 1:250		SHEET SIZE: A1		
DRAWN: BM	CHECKED: CL	DATE: February 2018		
WYG Transport part of WYG group 90 Victoria Street Bristol, BS1 6DP t: 0117 925 4393				REVISION: D
DRAWING NUMBER: A107434-SPA01				



- NOTES:
1. DO NOT SCALE FROM THIS DRAWING.
 2. THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY AND NOT FOR CONSTRUCTION.
 3. THIS DRAWING IS TO BE READ AND PRINTED IN COLOUR.
 4. ALL DIMENSIONS ARE SHOWN IN METERS, UNLESS SPECIFIED OTHERWISE.



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

First Issue 01.01.2017

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
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CLIENT:

Hermes Property Unit Trust

PROJECT:

St Martin's Centre, Caversham

DRAWING TITLE:

HGV Rigid Swept Path Analysis

SCALES:

1:250 A1

DRAWN: BM CHECKED: CL DATE: February 2018

WYG Transport
part of WYG group
90 Victoria Street
Bristol, BS1 6DP
t: 0117 925 4393

DRAWING NUMBER: A107434-SPA02 REVISION: D