



CRAVEN ROAD, READING

TRANSPORT STATEMENT

October 2017

McCarthy & Stone Ltd

'RETIREMENT LIVING' DEVELOPMENT
CRAVEN ROAD
READING

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>PB-Associates Document No:</i>		047.0050/TS/2	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Beth Wilson		February 2016
<i>Checked:</i>	Jon Huggett		February 2016
<i>PBA Approved:</i>	Mark Smith		February 2016

Revision Record					
Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	26.10.17	BW	Updated Site Layout	JH	JH



McCarthy & Stone Ltd
2 Genesis Business Park
Albert Drive
Woking
Surrey
GU21 5RW



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

**‘RETIREMENT LIVING’ DEVELOPMENT
CRAVEN ROAD
READING**

TRANSPORT STATEMENT

Contents

1.	INTRODUCTION	2
2.	EXISTING CONDITIONS.....	4
3.	PROPOSED DEVELOPMENT	10
4.	SUMMARY & CONCLUSIONS.....	16

Figures

Figure 1 – Site Location

Figure 2 – Existing Site Context

Figure 3 – PIA Data within the vicinity of the site (2012-2016)

Tables

Table 1 – Local Bus Service Summary

Table 2 – Existing Vehicle Trip Generation (TRICS v.7.4.2)

Table 3 – Proposed Vehicle Trip Generation (TRICS v.7.4.2)

Table 4 – Proposed Vehicle Trip Generation (based on McCarthy & Stone's Independent Research

Table 5 – Net Trip Generation

Table 6 – Parking Requirements and Provision

Appendices

Appendix A – Site Layout

Appendix B – Accessibility Map

Appendix C – Existing Site TRICS Outputs

Appendix D – Proposed Site TRICS Outputs

Appendix E – McCarthy & Stone’s Independent Research on Trip Generation

Appendix F – McCarthy & Stone’s Independent Research on Parking

Appendix G – Car Park Tracking

Appendix H – Proposed Access Arrangement & Visibility Splays

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of McCarthy & Stone Ltd to support a planning application for a 'Retirement Living' development comprising 25 apartments on land at 3-5 Craven Road, Reading, Berkshire. The site location is demonstrated in **Figure 1**, with the proposed site layout included as **Appendix A**.

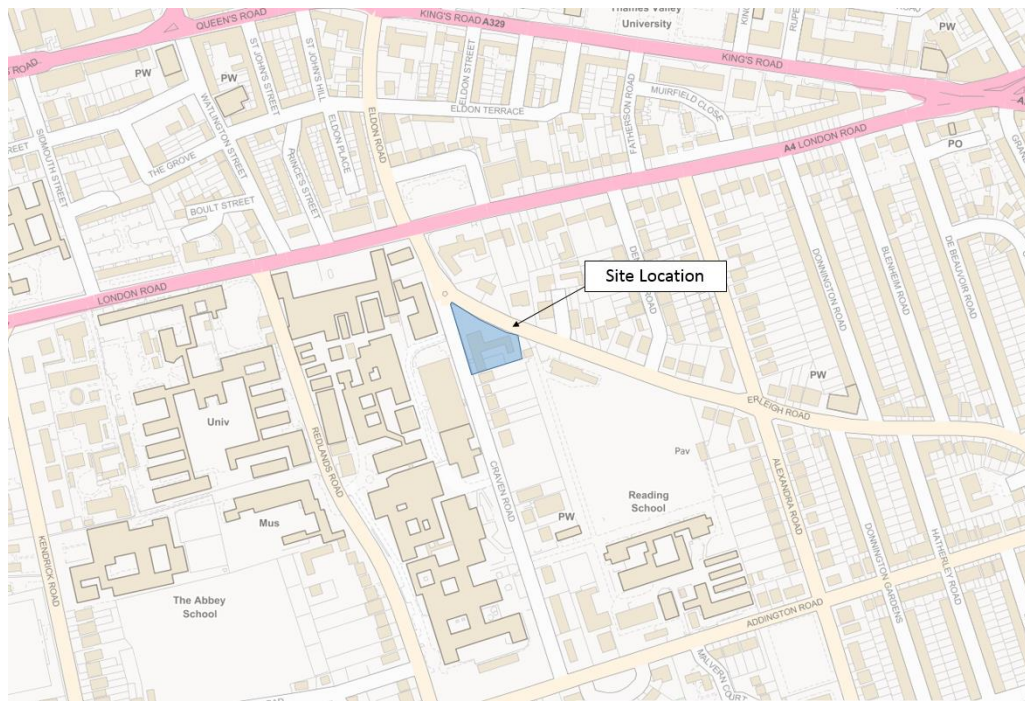


Figure 1: Site location

- 1.2 'Retirement Living' Developments are designed to meet the needs of the elderly who require an element of support to allow them to live a relatively independent life. They consist of individual apartments for the residents, but include communal facilities such as resident lounges, communal laundry and a guest suite where friends or relatives can stay when visiting. The sites are minimally staffed with only a house manager on duty during office hours, with alarm call systems in place for residents to call for help in an emergency outside of office hours.
- 1.3 The site was previously subject to a planning application (submitted in February 2016) for the development of '39 Retirement Living' units, however the application was withdrawn in April 2016.
- 1.4 Whilst the application was withdrawn prior to formal comments being received from Reading Borough Council (RBC) highway officers, the previous application was subject to pre-application feedback and PBA have been involved in continued correspondence with the highway officer following this, with this correspondence used to inform the development of the site layout.

- 1.5 This TS therefore considers site accessibility, car parking requirements, proposed trip impact on the Local Road Network (LRN), access arrangements including the relocation of the bus stop and post box and servicing arrangements before drawing conclusions from the assessment.

2. EXISTING CONDITIONS

Site and Surroundings

- 2.1 The development site is currently occupied by an NHS building which is listed for use as an NHS 'Child & Adolescent centre'. The building itself currently measures 1,218m² GFA, with parking to the northern and eastern site boundaries. The site is bordered by Craven Road to the west, Erleigh Road to the east, a mini roundabout to the north (connecting Craven Road, Erleigh Road and London Road) and residential development to the south. The site surroundings are demonstrated in **Figure 2**, with the existing site use shown in **Photograph 1**.



Figure 2: Existing Site Context



Photograph 1: Existing Site Use

Local Road Network and Proximity to Services

- 2.2 Craven Road has a carriageway width of 8.5m, and is subject to a 30mph speed limit (although whilst on-site, speeds were observed to be much lower). Craven Road is subject to TROs in the form of double yellow lines along its length, with a taxi rank situated outside the hospital entrance (c.200m south of the site).
- 2.3 Whilst visiting the site, it has been observed that Craven Road is busy in nature during the day, with the main attractors of the road being to the school and hospital. A number of large residential properties are also located on Craven Road, accessed via crossover arrangements.
- 2.4 The existing site is accessed from Craven Road via a substandard right-turn lane/ crossover arrangement, located directly opposite the hospital entrance and c.35m south of a mini-roundabout. The current access arrangement is not in accordance with local guidance, however is considered suitable for the requirements of the existing site. The existing conditions including the substandard right-turn lane on Craven Road are demonstrated in **Photograph 2**.



Photograph 2: Existing Right-turn lane on Craven Road

- 2.5 The development site is located 600m (7.5 minutes' walk) from the edge of Reading Town Centre, and 1,400m (17.5 minutes' walk) from the Oracle shopping centre (generally considered to be the middle of the town centre). There are numerous facilities and amenities within the town centre, including banks, cafes/ restaurants, large department stores, smaller independent shops, post offices and newsagents. Further facilities are also available closer to the site as demonstrated in the Accessibility Map, included as **Appendix B**.
- 2.6 It was acknowledged by RBC highway officers at the pre-application stage that, whilst the site is located outside of the 'town centre' area, it is in an accessible location, with good public transport links to and from the town centre. 'Site Accessibility' is therefore not seen as an obstacle to development in this case.

Pedestrian Infrastructure

- 2.7 Pedestrian infrastructure surrounding the site is well supported by continuous, suitably wide, well-lit footway links which provide access to the surrounding local area along the pedestrian desire line, including London Road to the north of the site (leading to Reading town centre). The pedestrian infrastructure on Craven Road is demonstrated in **Photograph 3**.



Photograph 3: Pedestrian Infrastructure on Craven Road

- 2.8 Craven Road also benefits from pedestrian refuge islands along its length. One such crossing is located directly outside the site and provides a link from the site to the town centre. This pedestrian refuge island is demonstrated in **Photograph 4**.



Photograph 4: Pedestrian Refuge Island on Craven Road

Bus and Rail Links

- 2.9 The closest bus stop is located on Craven Road, directly adjacent to the site. The stop is served by three buses; the 3, 9, 10 and 19A/B/C. School buses also serve the stop, however these have not been assessed due to the demographic of the proposed site users. A summary of these services can be found in **Table 1**, with the bus stop shown in **Photograph 5**.

Service Number	Operator	Summary of Route	Frequency
3/10	Reading Buses - Leopard	Reading Town Centre – Arborfield - Wokingham	Monday – Saturday every 15-30 mins Sunday one per hour
3B	Reading Buses	Reading – Bracknell	Monday- Sunday one per hour
9	Reading Buses - Scarlett	Reading Town Centre – Shinfield Park	Monday – Saturday one her hour Sunday no service
19A/B/C	Reading Buses	Reading Town Centre – Whitley Wood	Monday – Saturday one per hour

Table 1: Local bus Service Summary



Photograph 5: Bus Stop on Craven Road

- 2.10 Reading Railway Station is located 1.6km (20 minutes' walk) from the site and can be accessed via the aforementioned bus services. The railway station is operated by three train operating companies: Great Western Railway, CrossCountry and South West Trains and provides regular services to a wide range of destinations both locally and further afield including London, Oxford, Newcastle & Penzance.
- 2.11 From Reading Station, buses are available at 20 minute intervals to Heathrow airport (Terminals 2,3 and 5), taking approximately 45 minutes.

PIA Data

- 2.12 Analysis of Personal Injury Accident (PIA) data between 2012 and 2016 reveals a small number of incidents relatively close to the site, as expected within this busy central location. Whilst a number of incidents have occurred, these are all slight in nature, with no incidents on Craven Road occurring in 2016). Two 'slight' incidents are demonstrated at the entrance to the hospital, opposite the existing site access. This access is to be relocated and the number of trips decreased, and therefore the PIA data does not indicate any specific highway concerns that would worsen as a result of the development, or pose a highway safety concern for future site users. The PIA data is demonstrated in **Figure 3**.

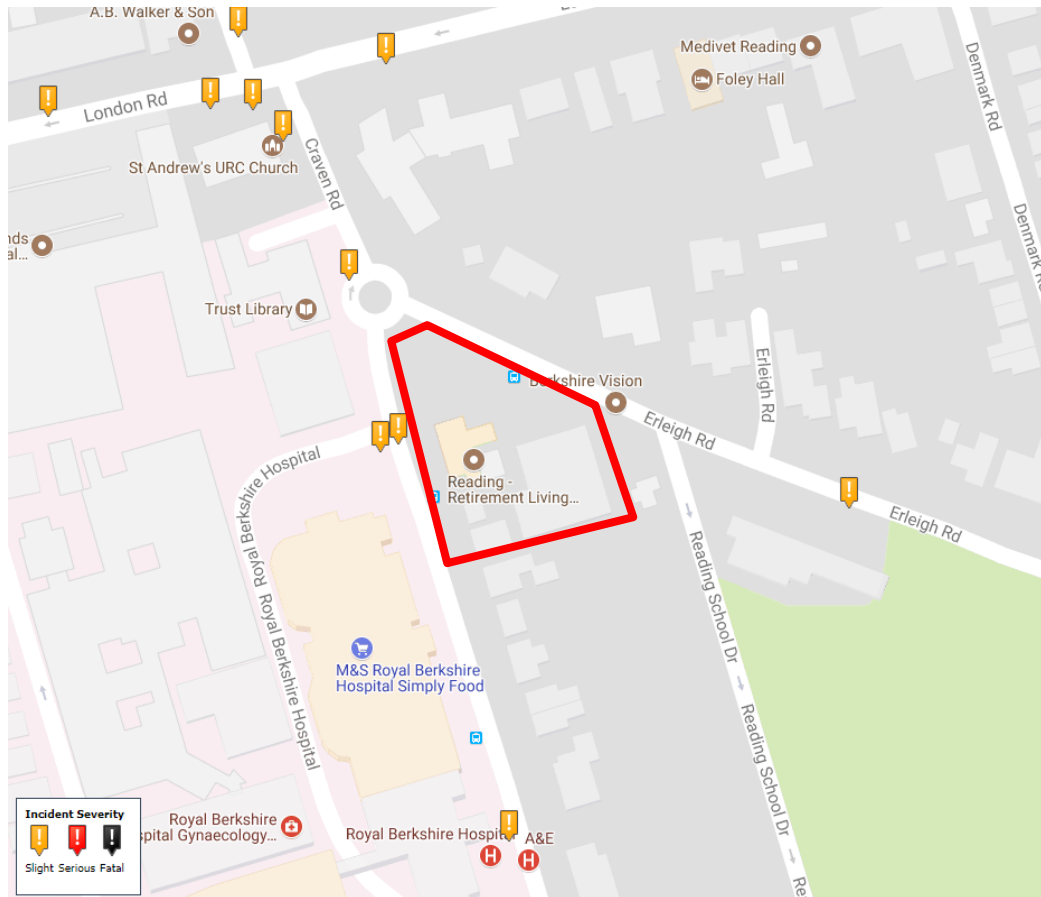


Figure 3: PIA data within the vicinity of site (2012-2016). Retrieved from www.crashmap.com

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises 25 'Retirement Living' apartments (3 x 1 bedroom, 22 x 2 bedroom) with associated parking and access being taken from Craven Road. The proposed site layout is provided in **Appendix A**.

Existing Trip Generation

- 3.2 The former use of the site is an NHS building; specifically a 'child and adolescent centre'. In order to compare the level of trip generation for the existing with the proposed use, the TRICS database was used, considering the following parameters:
- TRICS (v.7.4.2) database
 - Health ('Clinic') use category
 - Sites in England and Wales only
 - Monday-Friday only
 - Edge of town centre locations
- 3.3 GFAs of 17m² to 1,790m² were originally selected, which gave a trip rate of 22.589. The sites were then evaluated more thoroughly, as the trip rate seemed unusually high. Two sites with small GFAs were deleted (the existing building has a GFA of 1,218m²) leaving one, comparable site (with a GFA of 1,400m²).
- 3.4 The existing trip generation for the AM peak hour (0800-0900), the after-school peak hour (1500-1600) (due to 'Reading School' being located c.300m south of the site) and the PM peak hour (1700-1800) is summarised in **Table 2**, and the TRICS outputs are attached as **Appendix C**.

TRICS (7.4.2)	AM Peak (0800-0900)		School Peak (1500-1600)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per 100sqm)	1.714	0.214	0.500	0.857	0.071	0.643	16.856
Trip Generation (1,217sqm)	21	3	6	10	1	8	205

Table 2: Existing Vehicle Trip Generation (TRICS v. 7.4.2)

- 3.5 **Table 2** demonstrates an estimated trip rate of 24 trips in the AM peak period (0800-0900hrs) and 9 trips in the PM peak period (1700-1800). In addition, 16 trips are expected in the school leaving peak. 205 trips over a 12 hour period are expected, equating to one trip every 5 minutes.

Proposed Trip Generation

- 3.6 To understand vehicular trip generation of the proposed development (25 'Retirement Living' apartments), an assessment has been undertaken using trip rates from the TRICS database and independent research from other McCarthy & Stone sites.
- 3.7 The TRICS (v 7.4.2) database has been consulted to provide an indication of the likely traffic generation of the proposed site. Surveys have been selected using the following parameters:
- TRICS (v.7.4.2) database
 - Residential ('Retirement Flats') use category
 - Sites in England and Wales only
 - 28-76 units
 - Monday-Friday only
 - Edge of town centre and Edge of town locations
- 3.8 It should be noted that sites that are categorised as 'Retirement Village' developments on the TRICS database have been excluded from the assessment as it is considered that these are part of wider developments that will exhibit trip rates that are not part comparable with the proposed scheme.
- 3.9 The proposed trip generation for the AM peak hour (0800-0900), the after-school peak hour (1500-1600) and the PM peak hour (1700-1800) is summarised in **Table 3**, and the TRICS outputs are attached as **Appendix D**.

TRICS (v.7.4.2)	AM Peak (0800-0900)		School Peak (1500-1600)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per unit)	0.056	0.065	0.047	0.047	0.056	0.037	1.363
Trip Generation (25 units)	1	2	1	1	1	1	34

Table 3: Proposed Vehicle Trip Generation (TRICS v. 7.4.2)

- 3.10 **Table 3** demonstrates an estimated trip generation of 3 trips in the AM peak period (0800-0900hrs) and 2 trips in the PM peak period (1700-1800). 2 trips are expected in the school leaving peak. 34 trips over a 12 hour period are expected, equating to one trip every 20 minutes.
- 3.11 As a comparison the TRICS trip rates have been compared with McCarthy & Stone's own independent research of traffic movements at their developments which were updated in December 2016. McCarthy & Stone's traffic counts and associated trip rates are summarised within **Table 4**, with the full data included as **Appendix E**.

	Retirement Living Trip Rate	Retirement Living Trip Generation (based on 25 units)
AM	0.118	3
After-School	0.283	7
PM	0.157	4
12H	1.55	39

Table 4: Proposed Vehicle Trip Generation (based on McCarthy & Stone's Research)

- 3.12 The McCarthy & Stone trip rate assessment indicates a peak period traffic generation of 3 vehicle trips in the AM peak, 4 trips in the PM peak with 7 vehicle trips in the after school peak. 39 trips over a 12 hour period are expected. The McCarthy & Stone trip rates demonstrate a worst case scenario in the AM, after school and PM peaks but overall show a very similar of traffic generation than the TRICS trip rates. The McCarthy & Stone trip rates have therefore been used to provide the most robust comparison.

Net Impact

- 3.13 The net trip generation has been calculated for both the TRICS and the McCarthy and Stone trip rates with the results provided in **Table 5**.

	AM Peak (0800-0900)	After-School Peak (1500-1600)	PM Peak (1700-1800)	Daily Total
McCarthy and Stone Research	3	7	4	39
NHS Building	24	16	9	205
Net Impact	-21	-9	-5	166

Table 5: Net Trip Generation

- 3.14 The results show a clear net reduction in traffic compared to the existing use, with a reduction of 166 daily trips using McCarthy & Stone's research. The data therefore indicates that the scheme will have significantly less impact on the operation and safety of the local road network compared to its existing use.

Parking Provision

- 3.15 Reading Borough's Local Development Framework Revised Parking Standards (2011) provide maximum parking standards for both 'C3 Retirement Homes with Warden' and 'C3 Dwelling 1-2 bed flats'. For 'Zone 2', into which the site falls, the standards, requirements and proposed number of spaces are presented in **Table 6**.

	Maximum Standards	Spaces required for 25 units	Number of spaces proposed
C3 Retirement Home with Warden	1 space per unit plus 1 space on site for staff 1 space per 10 units for visitors	28 spaces required	28 spaces
C3 Dwelling Flat 1-2 bed	1 space per unit	25 spaces required	

Table 6: Parking Requirements and Provision

- 3.16 As shown in **Table 6** the 28 bays proposed is in line with the standards for 'C3 Retirement Homes with Warden' and slightly above the 'C3 Dwelling Flat 1-2 bed' standards.
- 3.17 In addition to the above McCarthy & Stone have undertaken their own surveys of car ownership at several of their sites across the country. These surveys have shown that the number of cars per apartment is 0.490 for one bed units and 0.783 for two bed units (see **Appendix F**). Applying these rates to the proposed development gives a demand of 19 cars. The proposed 28 spaces therefore provides for this demand as well as ensuring any additional parking requirements (i.e. for visitors) can be accommodated on site without any overspill on the local highway network.
- 3.18 All parking spaces will be provided at standard geometries of 2.4m x 4.8m, with at least a 6m aisle width to allow sufficient room for manoeuvring. This is demonstrated in a vehicle tracking exercise of the car parking spaces, included as **Appendix G**.
- 3.19 Reading Borough's Local Development Framework Revised Parking Standards (2011) provide minimum standards for cycle parking at new developments, and detail requirements for 'C3 Retirement Home with Warden' as 1 space per 3 staff. Whilst only one member of staff is proposed, the development incorporates a cycle and mobility buggy store located just within the main entrance of the building, which would meet any resident/ visitor demand. McCarthy & Stone continually monitor cycle and mobility buggy demand to ensure that the appropriate form of storage is provided.

Access Arrangement & Internal Layout

- 3.20 At the pre-application stage, an Access Assessment (AA) was provided to the RBC highway officers with the aim of establishing a suitable access arrangement to the site. Subsequently, discussions have been ongoing with RBC highway officers, with a further Pre-Application Technical Note (PATN) provided in February 2017.
- 3.21 As previously established, the right-turn lane into the existing site is considered sub-standard, and is located opposite the hospital entrance and close to the mini-roundabout to the north. Visibility from the existing access is partially obstructed by trees in both the primary and secondary direction, as demonstrated in **Photograph 6**.



Photograph 6: Primary visibility from existing access

- 3.22 The proposals include the re-location of the site access 35m to the south of the existing arrangement. As acknowledged in the pre-application response, this will improve the existing situation in terms of potential conflict (with the hospital entrance), the possibility of queueing onto the mini roundabout (from cars waiting to enter the site) and visibility in both the primary and secondary directions.
- 3.23 As outlined in the Council's Adopted Policy, 'Geometric Design Guide for Accesses onto Classified Roads', a right-turn lane would be required for junctions which generate an AADT of over 500 vehicles per day. It was agreed at the pre-application stage that a right-turn lane will not be required, rather a crossover arrangement would be suitable given that the site will generate a maximum of 34-39 trips per day (based on TRICS & McCarthy & Stone data respectively). The proposed access arrangement is demonstrated in **Appendix H**.

Visibility

- 3.24 Visibility has been discussed at length with RBC highway officers, and it has been agreed that visibility should be shown in accordance with the existing achievable visibility at the site, which is demonstrated at 2.4m x 28.9m in the primary direction and 2.4m x 56.2m in the secondary direction.
- 3.25 At present, a bus stop and a post box are situated directly to the north of the proposed access, and in order to achieve adequate visibility it has been agreed with RBC highway officers to relocate the bus stop by 5.6m to the north and the post box by 7.1m to the north and it is suggested that this is secured through a contribution to RBC for the completion of these works.
- 3.26 The access and visibility arrangements, as agreed with RBC highway officers, are demonstrated in **Appendix H**, with **Appendix H** also demonstrating that the relocation of the bus stop does not have any impact on the existing operation of Craven Road, with emergency vehicles still able to pass a waiting bus without encroaching on the opposite side of the carriageway.

Refuse Servicing Arrangements

- 3.27 The development site is proposed to be serviced from Craven Road, in line with current arrangements. The refuse store will be located within the 10m carry distance for refuse collectors as recommended by Manual for Streets guidance. This is demonstrated in the site layout, included as **Appendix A**.

4. SUMMARY & CONCLUSIONS

- 4.1 This TS has been prepared by PBA on behalf of McCarthy & Stone Ltd to support a planning application to replace an existing NHS building with a 'Retirement Living' development comprising 25 apartments at Craven Road, Reading.
- 4.2 The application site is within an accessible location with good sustainable travel opportunities available to future residents. A PIA assessment does not indicate any relevant highways concern that would worsen as a result of the proposed development, or pose a highways safety concern for future site users.
- 4.3 Vehicular trip rates for the proposed development have been identified, taking into consideration the intended nature of use and the lifestyles of its end-user. It has been calculated that the development would generate in the order of 39 vehicle trips per day; a net reduction of 166 trips compared to the existing site use as an NHS building.
- 4.4 Parking provision for the development has been informed by the local maximum parking standards for both "Retirement Home with warden" and general residential requirements, as well as by McCarthy & Stone's independent research. A total of 28 spaces are proposed, offering bay and aisle widths dimensions in accordance with Manual for Streets requirements. This is considered sufficient to ensure resident and visitor parking demand is met on site with no overspill parking resulting on Craven Road (which is restricted by double yellow lines in any case).
- 4.5 The proposed development would provide a bellmouth access in line with other similar developments on Craven Road, c.35m to the south of the current access to the site. The existing bus stop would need to be relocated 5.6m and the post box 7.1m to the north of its current position to allow adequate visibility to be achieved.
- 4.6 Refuse collection would take place from Craven Road, in line with current arrangements. Refuse collection distances are in accordance with Manual for Streets guidance.
- 4.7 This TS has demonstrated that the proposed development would not have a significant impact upon the local road network. We would therefore encourage Reading Borough Council to look favourably upon this application with regards to highways.

Appendix A



ORNAMENTAL SHRUBS, CLIMBERS & HERBACEOUS PLANTING

Ornamental planting will generally be designed to provide a setting for the building together with year round colour and visual interest for the residents to enjoy. Detailed designs will include both ornamental and where possible native plant species that will be attractive to wildlife.

Below are some typical lists of plant species from which a selection will be made as part of the detailed planting design.

Large Specimen Shrubs

- Amelanchier lamarkii
- Cordyline australis
- Ilex x altaciensis Golden King
- Magnolia spp.
- Pittosporum Garnetii
- Rhus typhina
- Sambucus nigra

Shrubs

- Berberis thunbergii Atropurpurea
- Buddleja davidii
- Ceanothus thyrsiflorus repens
- Choisya ternata Sundance
- Cistus x corbariensis
- Cotinus coggygria Royal Purple
- Eleagnus x ebbingei
- Euonymus fortunei Silver Queen
- Euonymus fortunei Emerald & Gold
- Forsythia x intermedia
- Hebe abicans Red Edge
- Hebe Midsummer Beauty
- Hebe rakaiensis
- Hydrangea macrophylla White Wave
- Hydrangea quercifolia
- Hypericum spp.
- Lavandula angustifolia Hidcoite
- Mahonia aquifolium Smaragd
- Olearia x macrodonta
- Perovskia 'Blue Spire'
- Phnomium spp.
- Photinia x fraseri Red Robin
- Potentilla fruticosa
- Rosa Rugosa
- Rosmarinus officinalis
- Rubus tricolor
- Santolina virens
- Salvia officinalis Purpurea
- Spiraea japonica
- Syringa vulgaris
- Viburnum davidii
- Viburnum tinus Eve Price

Herbaceous Plants

- Acanthus spinosus
- Agapanthus 'Bressingham Blue'
- Anemone x hybrida Honorine Jobert
- Astelia chathamica 'Silver Spear'
- Aster frikartii 'Monch'
- Bergenia spp.
- Calamagrostis x acutiflora 'Karl Foerster'
- Crambe maritima
- Crocosmia spp.
- Epimedium x versicolor Sulphureum
- Erigeron karvinskianus
- Eryngium yuccifolium
- Euphorbia characias Wulfenii
- Geranium macrorrhizum
- Hemerocallis spp.
- Iris germanica
- Libertia formosa
- Miscanthus sinensis
- Nepeta faassenii
- Ophiopogon plaiiscapus 'Nigrescens'
- Penstemon spp.
- Philotis russelliana
- Rudbeckia Goldsturm
- Sedum Autumn Joy
- Stachys byzantina
- Stipa tenuissima
- Verbena bonariensis

Climbers / Wall Trained Shrubs

- Actinidia kolomikta
- Clematis Italian Skies
- Clematis montana
- Clematis armandii
- Jasminum nudiflorum
- Lonicera japonica
- Passiflora caerulea
- Pyracantha saphyr Red
- Schizophragma hyrangecoides

KEY

- Existing trees on or immediately adjacent to site, to be retained and protected. Grey dash and triple dot line indicates area of root protection zone in accordance with BS 5837. Numbers are taken from tree survey prepared by Ian Keen Ltd
- Existing trees to be removed, either due to current condition or to enable the development
- Other existing trees and significant shrubby vegetation noted on or immediately adjacent to site during survey work. (Approx locations.)
- Existing hedges to be retained. Refer to annotations
- Proposed hedges
- Proposed specimen trees. Refer to annotations
- Proposed large specimen shrubs
- Proposed shrub and herbaceous planting
- Locations for possible climbers/wall trained shrubs
- Areas to be turfed with grass
- Paths and terraces paved using PCC concrete slabs. Marshalls 'Saxon' range in Natural colour. 450x450x50mm units laid in staggered pattern
- Tumbled concrete setts and cobbles, laid in mix of sizes in random pattern, with matching edgings. Forterra 'Formpave' in Purbeck colour and Olden finish or similar.
- Macadam surfaces
- Compacted 10-14mm crushed limestone chippings. Used as surface to paths, typically with timber edge. Laid over min 100mm deep sub-base
- Existing surveyed and interpolated spot heights TOW=Top of wall
- Proposed spot levels TOW = level for top of wall
- Ground banking down
- Gullies and Channel Drains:
G = Bottle gully with silt bucket, grating
CH = Channel drains
RG = Road gullies. 420x420 ductile iron pedestrian mesh grating.
- Existing fences Refer to annotations
- Proposed fences Refer to annotations



Rev A: 20.10.2017 - Carpark surface amended and key updated accordingly as requested by client



Client:	McCarthy and Stone		
Project:	Craven Road, Reading		
Title:	Landscape Proposals		
Drg by:	ST	Date:	10.10.2017
Scale:	1:200@ A1		
Chkd by:	RG No: SE-2188-03-LA-	Rev:	A
MCS604/Drg 01			
1.17 PAINTWORKS, BATH ROAD, BRISTOL BS4 3EH Tel: 0117 300 5330			

