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MT/5977

6th March 2024

Natalie Lucas
Transport Department Control Officer
Reading Borough Council
Civic Offices
Bridge Street
Reading

Dear Natalie

Re: Norcot Service Station, 856 Oxford Road, Reading (LPA Ref: 231121)

I write in response to further consultation comments received from the Highway Authority which were received by email on 23rd February 2024. In summary, the Highway Authority has requested further justification for the proposed level of traffic generation and the servicing arrangements for the scheme. I address each matter in turn.

In the time since the Highway Authority provided their most recent consultation response, Greggs has decided not to pursue a food to go facility at the application site. Instead, the scheme will incorporate a bakery concession that will be operated by the applicant (MFG).

No change to the proposed floor area is proposed or the proposed use class which will remain Class E.

Traffic Generation

The Highway Authority has stated that the TRICS assessment presented is not acceptable.

The proposal falls within planning use Class E and the Highway Authority has requested that a thorough assessment be presented that accounts for all the proposed uses that fall within Class E to establish a worst case scenario.

Planning use Class E covers the following uses:

- E(a) – display or retail sale of goods, other than hot food.
- E(b) – sale of food and drink for consumption (mostly) on the premises.
- E(c) – provision of:
 - E(c)(i) – financial services
 - E(c)(ii) – professional services (other than health or medical services)
 - E(c)(iii) – Other appropriate services in a commercial, business or service locality
- E(d) – indoor sport, recreation or fitness.
- E(e) – Provision of medical or health services.
- E(f) – creche, day nursery or day centre.
- E(g) – uses which can be carried out in a residential area without detriment to its amenity:
 - E(g)(i) – offices.
 - E(c)(ii) – research and development.
 - E(c)(iii) – industrial processes.

The TRICS database has been interrogated and trip rates have been calculated for the uses that fall within Class E. Given the number of TRICS reports generated, these have not been enclosed however can be supplied to the Highway Authority if required. A summary of the calculated trip rates and traffic generation figures are provided in Table 1.



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For some categories, the TRICS database has undertaken numerous surveys (such as Class E(a)) and for these, the largest traffic generator has been chosen and presented in Table 1. For some uses, no surveys have been undertaken (such as Class E(c) and Class E (g)(ii)) and these are noted in Table 1.

Table 1: Summary of Traffic Generation

Time Period	Trip Rate (per 100m ²)			Traffic Generation (78m ²)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Convenience Store - Class E(a)						
Morning Peak 0800-0900	8.360	9.003	17.363	7	7	14
Evening Peak 1700-1800	8.521	8.521	17.042	7	7	14
Restaurant - Class E(b)						
Morning Peak 0800-0900	0.000	0.000	0.000	0	0	0
Evening Peak 1700-1800	2.462	0.923	3.385	2	1	3
Financial & Professional Services - Class E(c)						
The TRICS database does not contain any sites under this use class category.						
Play Centre - Class E(d)						
Morning Peak 0800-0900	0.346	0.077	0.423	1	1	2
Evening Peak 1700-1800	0.330	1.675	2.005	1	1	2
GP Surgery - Class E(e)						
Morning Peak 0800-0900	3.120	1.602	4.722	2	1	3
Evening Peak 1700-1800	2.530	2.530	5.060	2	2	4
Nursery - Class E(f)						
Morning Peak 0800-0900	2.552	2.158	4.710	2	2	4
Evening Peak 1700-1800	1.969	2.625	4.594	2	2	4
Office – Class E(g)(i)						
Morning Peak 0800-0900	2.129	0.228	2.357	2	1	3
Evening Peak 1700-1800	0.135	1.474	1.609	1	1	2
Research & Development - Class E(g)(ii)						
The TRICS database does not contain any sites under this use class category.						
Industrial Unit – Class E(g)(iii)						
Morning Peak 0800-0900	0.651	0.376	1.027	1	1	2
Evening Peak 1700-1800	0.141	0.235	0.376	1	1	2

Table 1 suggests that a convenience store would be the largest generator of traffic under use Class E, generating in the region of 14 two-way trips during the network peak hour periods.



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Most if not all these trips would be pass-by trips which would either divert from an existing journey passing the application site or would be purchasing fuel. Whilst these would represent an increase in movements within the application site itself, they are not 'new' trips on the local highway network.

In any event, the scheme proposes the removal of a single refuelling pump will reduce the level of traffic generated by the site in the order of 15-17 two-way trips during the peak hour periods which would offset the increase resulting from the proposed bakery.

Servicing

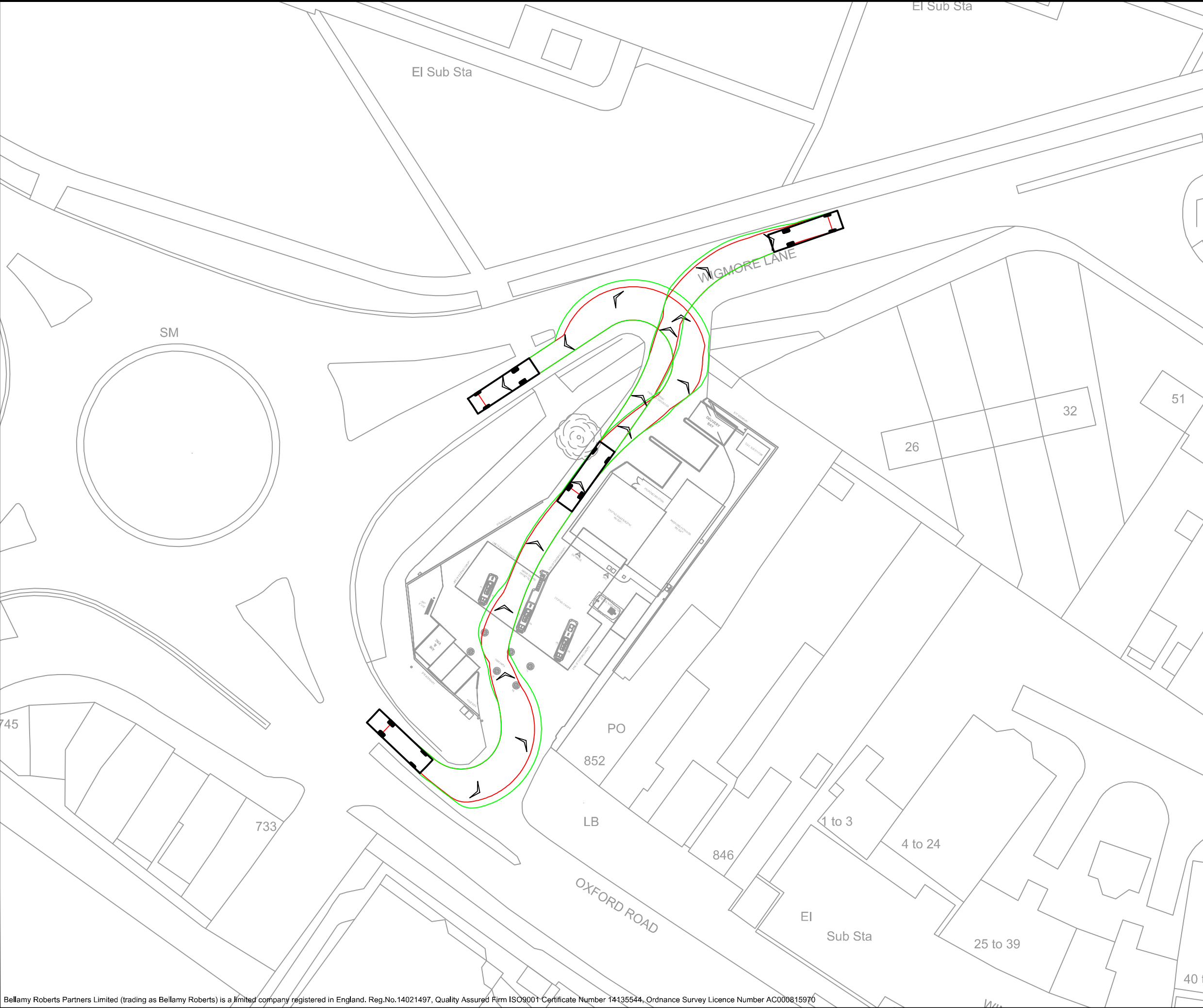
The Highway Authority has suggested that swept path analysis of an 18t rigid vehicle, 10m in length be undertaken. This swept path analysis is enclosed and demonstrates that such a vehicle is able to enter and exit the site in a suitable manner.

I trust the additional information provided within this letter will allow the Highway Authority to issue a positive recommendation for the scheme.

Yours sincerely

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Enclosed:
Swept Path Analysis (5977/202)



Notes

10m Rigid Truck
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.632m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.000m

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CLIENT MBH Design Studio Ltd		
PROJECT MFG Norcot		
TITLE 10m Rigid Tracking		
DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 04/03/24	DRAWING No. 5977 / 202	
SCALE 1:500 @ A3	REV No.	