

Sheikh Holdings

**Advantage House,
Castle Street, Reading**

Transport Statement

July 2024

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1 INTRODUCTION

- 1.1 This Transport Statement ('TS') has been prepared by Caneparo Associates on behalf of Sheikh Holdings (the 'Applicant') in support of the proposal for the change of use of a Site known as Advantage House, Castle Street (the 'Site'), located within Reading.
- 1.2 The existing Site currently comprises a five storey (ground plus floors 1-4) building providing circa 2,678 sqm (GIA) of Class E office floorspace, with associated car parking for circa 60 cars. The Site is bound to Castle Street to the north, A329 to the east, being located directly southwest of the roundabout junction between the A4155 Castle Hill/Street and the A329, and Coley Place to the west.

Proposals

- 1.3 The proposal is for the change of use from Class B1 office to Class C3 residential, under Permitted Development Rights 'Class MA'. The Architect's site plan is provided at **Appendix A**, with a summary of the proposed changes below:
- Change of use of circa 2,678sqm (GIA) of the existing office building to provide 50 residential units;
 - Provision of 26 cycle parking spaces within secure and sheltered cycle stores; and,
 - Retention of on-site car parking spaces for residents to utilise, including increased provision of disabled parking facilities to meet Reading Borough Council (RBC) standards.
- 1.4 The change of use is proposed under the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2015 (as amended). Under the rights set out in the above Order, development under Class MA "consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to use a falling within Class C3 (dwellinghouses) of Schedule 1 to that Order."
- 1.5 In respect of transport and highways impacts, paragraph W (Procedure for applications for prior approval under Part 3), item 5 states:

“Where the application relates to prior approval as to transport and highways impacts of the development, on receipt of the application, where in the opinion of the local planning authority the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site, the local planning authority must consult...the local highway authority, where the increase or change relates to traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority.”

- 1.6 Paragraph W (10) (b) states that the local planning authority must, when determining an application have regard to the National Planning Policy Framework (NPPF) issued by the Department for Communities and Local Government in March 2012(a), so far as relevant to the subject matter of the prior approval, as if the application were a planning application.
- 1.7 The latest version of the NPPF was published in December 2023 and sets out the Government’s planning policies for England and how these are expected to be applied. Chapter 9 – ‘Promoting Sustainable Transport’, states at paragraph 115 that: “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

Transport Statement Structure

- 1.8 This TS examines the transport and highways related effects of the proposed change of use, considering matters such as accessibility, trip generation, car parking provision, cycle parking provision, refuse and servicing.
- 1.9 This TS has been written with reference to best practice guidance from the Department for Transport (DfT), the NPPF, Planning Practice Guidance (PPG) and with previous experience of advising on a significant number of prior approval applications.
- 1.10 The structure of the remainder of this TS is as follows:
- Section 2 describes the existing site and surrounding area;
 - Section 3 details the accessibility of the site;
 - Section 4 outlines the proposed development;
 - Section 5 includes the trip generation;
 - Section 6 provides a summary and conclusion.

2 SITE AND SURROUNDINGS

2.1 This Section provides a description of the existing and proposed transport conditions of the Site.

The Application Site & Surrounding Area

2.2 The Site is located in a south-central location of Reading town centre, within the historic district of Coley. Coley is predominantly a residential area with several local amenities and transport connections to Reading town centre and further afield.

2.3 The location of the Site in its local context along with surrounding public transport nodes is shown in **Figure 2.1** below;

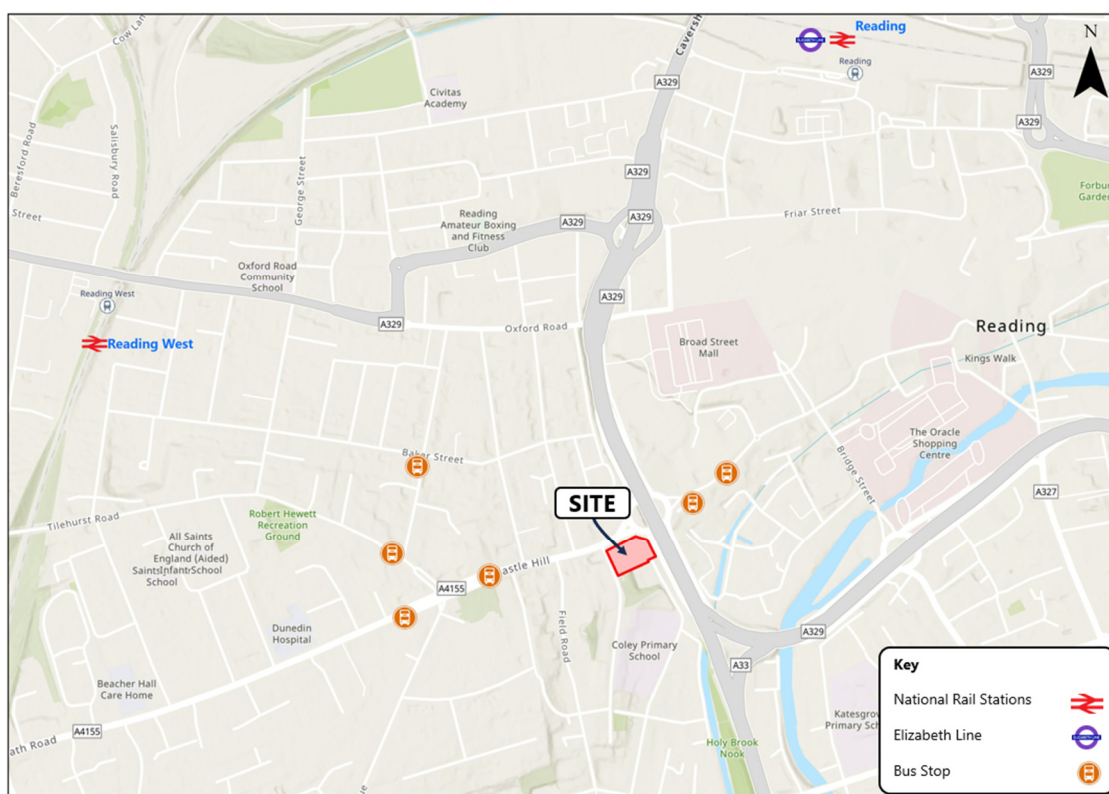


Figure 2.1: Site Location Plan

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2.4 The existing Site currently comprises of Class E office use totalling circa 2,678 sqm (GIA) with an associated reception and car parking for circa 60 cars. The Site is bound to Castle Street to the north, A329 to the east, being located directly southwest of the roundabout junction between the A4155 Castle Hill/Street and the A329, and Coley Place to the west.

- 2.5 Pedestrian access to the existing Site is taken from ground floor level at the Castle Street roundabout frontage of the Site via a main entrance foyer. Access from the footway into the foyer is made via a stairway to a raised platform which egresses onto the Site's ground level reception. Secondary access points to the office are offered via the rear of the building from the private car park.
- 2.6 The Site car park currently offers circa 60 car parking spaces with one allocated disabled car parking space. Many of these car parking spaces are often unused outside of standard working hours. The car park is secured via a manual gate, this is shut outside of the Site's hours of operation.
- 2.7 Deliveries and servicing currently take place off-street within the internal car park / servicing area, Coley Place is currently used for accessing the Site via the vehicle access to the car park. Servicing vehicles enter the car park and carry out servicing activities making use of any available car parking space/area of hardstanding for as long as necessary with the majority of servicing events taking no longer than a 10-minute dwell time.
- 2.8 A combined on-Site sheltered waste storage area to the west of the Site provides relevant waste storage for the existing office use, with waste collected on on-site via the internal car park.

Local Highway Network

A4155 Castle Hill

- 2.9 The A4155 Castle Hill operates to the north of the Site in a southeast-northwest orientation connecting to Bath Road in the southeast and connecting to the Castle Hill roundabout with Castle Street and the A329 in the northwest adjacent to the Site. The carriageway operates two-way traffic with a varying lane provisions and separations through its local extent. In the vicinity of the Site, Castle Street provides a single lane in each direction, but also has a red central lane which can be used outside of the AM peak (7:15am – 9:45am) for southwest-bound traffic and during the AM peak is for use by northeast-bound traffic to central Reading.
- 2.10 To the direct north of the Site the road has double yellow lines which restricts stopping and waiting activity on-street and therefore no servicing activities for the Site takes place on Castle Hill and it is illegal to stop on the roundabout. Castle Hill is subject to 30mph speed restrictions.

Coley Place

- 2.11 Castle Hill offers access to Coley Place which provides access to the Site's rear car park. Coley Place operates along the western boundary of the Site in a predominantly north-south orientation connecting to Castle Hill in the north via a T-junction and Dover Street in the south, with vehicle circulation provided via Garnet Hill from Dover Street prior to becoming a cul-de-sac.
- 2.12 In the vicinity of the Site, Coley Place operates as a two-way, single lane carriageway and is subject to double yellow lines on either side of the road and is within a residential controlled parking zone restricting on-street parking to those with a permit.
- 2.13 Coley Place is subject to a 30-mph speed restriction.

A329 (Off-Slip Road to Castle Hill Roundabout)

- 2.14 The Site is bound to the east by the northbound off-slip road of the A329 onto Castle Hill Roundabout. The off-slip road of the A329 which bounds the Site operate northbound to the Castle Hill roundabout, offering westbound (left) lane access to Castle Hill and northbound/eastbound (straight-on/right) lanes towards the north and central Reading (east) respectively.
- 2.15 In the vicinity of the Site the A329 slip road is subject to a 30-mph speed limit. The Castle Hill Roundabout is also subject to a 30-mph speed limit. The A329 offers no direct vehicle access to the Site.

Controlled Parking Zones

- 2.16 Many roads surrounding the Site are situated within a Residential Controlled Parking Zone which restrict on-street parking to those with residential parking permits. **Figure 2.2** below outlines the residential permit parking areas surrounding the Site extracted from RBC.

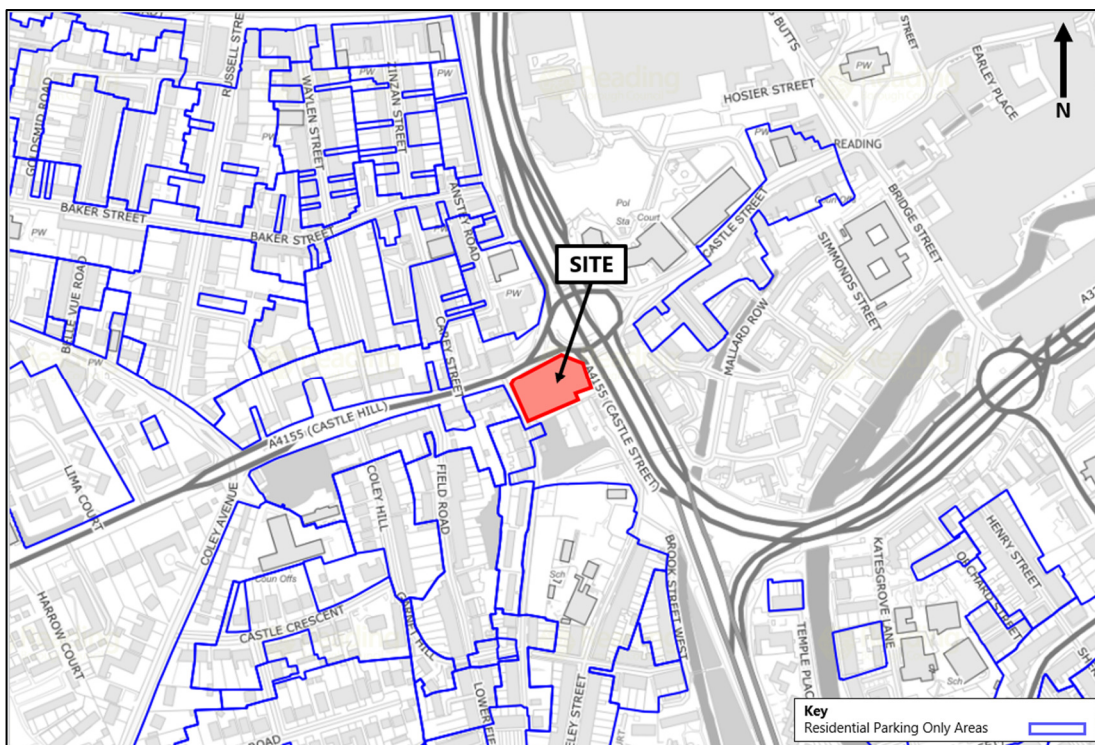


Figure 2.2 - Residential Controlled Parking Areas.

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3 SITE ACCESSIBILITY

- 3.1 The Site has an excellent level of accessibility by both public transport and active travel modes (walking / cycling), and is accessible by all major public transport modes; numerous bus, National rail, and Crossrail services are located within walking distance of the Site as detailed later in this section.

Walking

- 3.2 The Site benefits from good local pedestrian facilities, with wide and evenly paved footways present on all abounding roads to the Site, providing enough room for pedestrians using pushchairs and wheelchairs and those walking with young children. Surrounding roads are easy to cross with signalised pedestrian crossings provided at key pedestrian desire lines at the Castle Hill Roundabout, with tactile paving and dropped kerbs at all major crossing points.
- 3.3 A 20-minute walk is considered an appropriate journey to complete on a regular basis, a 20-minute walking journey can replace short distance car trips. **Figure 3.1** below shows a 20-minute walking zone divided into 5-minute intervals along with transport nodes and amenities.

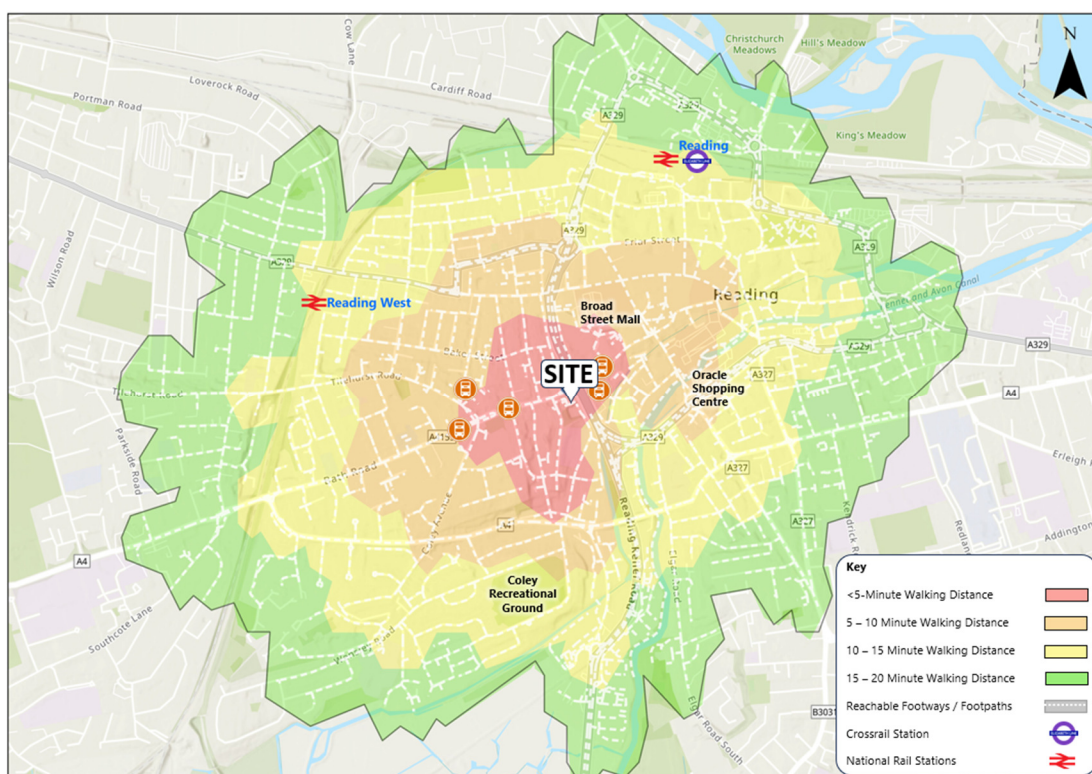


Figure 3.1 – 20-minute Walking Isochrone from Site.

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3.4 **Table 3.1** below summarises the local amenities available for future users of the Proposed Development, including approximate walking distances (measured from the frontage of the Site), as well as approximate walking times assuming an average speed of 80 metres per minute. The table highlights a range of local amenities and services, including several public transport nodes.

Table 3.1: Approximate Distances to local amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
Castle Street Bus Stops		110m	1
Russell Street Bus Stops		280m	4
Lima Court Bus Stop		400m	5
Reading National Rail and Crossrail Station (Elizabeth Line)		1km	13
Reading West National Rail Station		1.2km	15
Facilities and Amenities			
The Castle Tap – Public House and Restaurant	Castle Street	80m	1
Broad Street Mall	Broad Street	350m	4
The Hexagon – Arts Theatre	Queens Walk	450m	6
Tesco Express	Tilehurst Road	600m	8
The Gym Group Reading - Gym	Broad Street – Reading Central	600m	8
Oracle Shopping Centre	The Oracle	700m	9
Sainsbury's Bank ATM	Friar Street	750m	9
Coley Park, Greenspace	Coley Park	750m	9
The Reading Town Hall	Blagrove Street	950m	12

Cycling

3.5 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Chartered Institution of Highways and Transportation (CIHT). This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are undertaken by private cars.

3.6 The guidelines highlight that there is a ‘substantial potential’ for substituting cycling for driving for distances up to 5 miles. A 20-minutes cycling journey is recommended as a reasonable journey time to replace a car trip of the same distance. Using this guidance, a 20-minute cycling zone is shown in **Figure 3.2**. There is a good provision of infrastructure for cycling in the vicinity of the Site, with a number of national cycle routes in the local area.

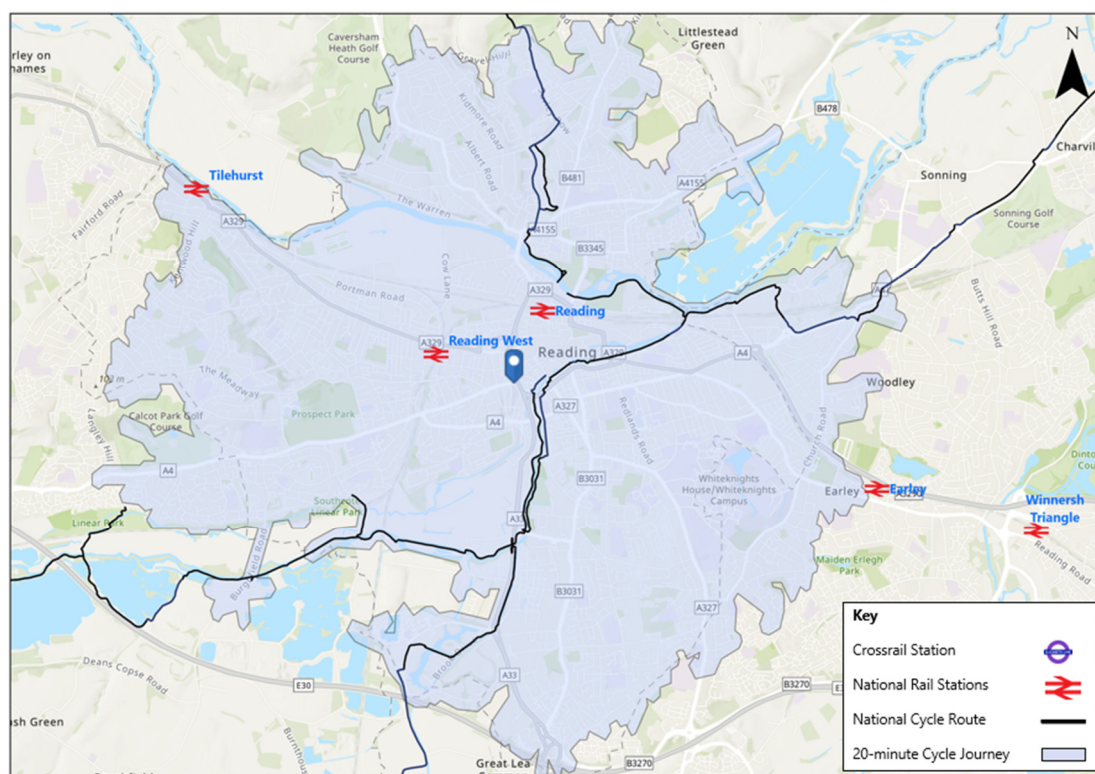


Figure 3.2: 20-minute cycle Isochrone

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3.7 As shown in the Figure above, the Site is within a 20-minute cycle journey from 4 different national rail stations providing further connectivity and accessibility.

Bus Services

3.8 Castle Street Bus Stops are located 110m east of the Site’s frontage of the retail units which is an approximate 1-minute walk, which provides sheltered seating and timetable information. There are an additional 2 bus stops within a 400m walking distance (5-minute walk) which offer 7 bus routes operating in the vicinity of the Site which provide access to approximately 12 services an hour. RBC provide bus maps online and a copy of their Reading Network Bus Map is attached at **Appendix B** of this report.

Rail Services

3.9 Reading National Rail Station is the closet train station to the Site, located approximately 1km north of the site (13 minutes' walk) and offers Great Western Rail, South Western Rail and CrossCountry services. Reading Station on a typical peak hourly period offers 34 trains, this comprises of the following services;

- 12 tph to London Paddington
- 1 tph to Paignton
- 1 tph to Carmarthen
- 1 tph to Cardiff Central
- 2 tph to Gatwick Airport
- 2 tph to Didcot Parkway
- 2 tph to Basingstoke
- 2 tph to Hereford
- 2 tph to London Waterloo
- 2 tph to Newbury
- 1 tph to Bristol Temple Meads
- 1 tph to Penzance
- 1 tph to Oxford
- 1 tph to Bournemouth
- 1 tph to Westen Super Mare
- 1 tph to Cheltenham Spa
- 1 tph to Manchester Piccadilly

3.10 In addition, Reading West National Rail Station is also within a reasonable walking distance being 1.2km away from the Site (15-minute walk), this station offers many of the similar services as Reading Station does, however mainly servicing the Basingstoke and Newbury Lines.

Crossrail Services

3.11 In addition to National Rail services, Reading Station, provides access to Crossrail services (Elizabeth Line) into central London and beyond to the east of London. Reading acts as the western terminus of this service and offers 2 tph to Abbey Wood, stopping at many key London Stations including Liverpool Street, Farringdon and Paddington during the journey.

4 PROPOSED DEVELOPMENT

- 4.1 The proposals comprise the change of use of the Advantage House building from providing circa 2,678sqm (GIA) of the existing office use space, to provide 50 x 1-bed residential units, with associated cycle parking, car parking and waste storage facilities.

Access Arrangements

- 4.2 Vehicular access into the Site will remain as per the existing situation, with access taken from Coley Place to the on-site car park.
- 4.3 The primary pedestrian access will be made via the Site's frontage from the Castle Hill Roundabout southern footway, retaining the existing access where steps and ramped entry is provided. Pedestrian access to the building can also be taken from the car park at the northwestern side of the building.

Car Parking

- 4.4 The Reading Borough Local Development Framework SPD sets out the borough standards for car and cycle parking and was adopted in October 2011. Within this, Reading has been categorised into zones based on parking standards. The Site is in Zone 2, however, is located on the boundary with Zone 1, which has lower parking standards owing to the accessibility of the area for walking, cycling and public transport, all of which the Site benefits from. **Table 4.1** sets out the car and cycle parking standards for Zone 1 and Zone 2, with **Figure 4.1** below demonstrating the location of the Site on an extract of the RBC zone map.

Table 4.1: Reading, Minimum Car and Cycle Parking Standards – Zone 1 and 2		
Use Class	Minimum Parking Provision	Site Requirements
C3 Dwelling Flat 1-2 bedrooms	Zone 1: Car Parking = 0.5 per unit Cycle Parking = 0.5 cycle parking spaces per bedroom	Up to 25 car parking spaces Minimum of 25 cycle parking spaces
	Zone 2: Car Parking = 1 space per unit Cycle Parking = 0.5 cycle parking spaces per bedroom	Up to 50 car parking spaces Minimum of 25 cycle parking spaces

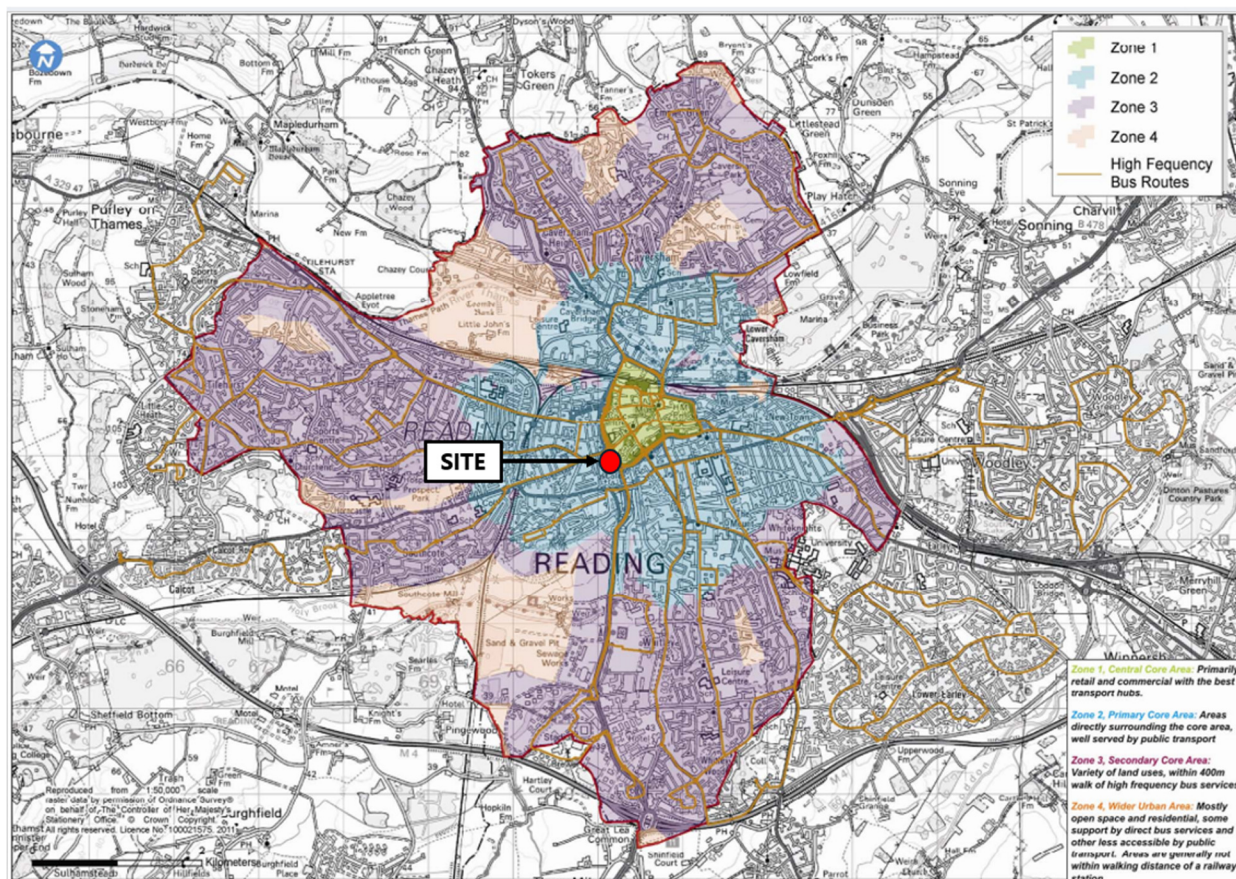


Figure 4.1 - Reading Borough Local Development Framework Zones Map

- 4.5 The proposals will result in an overall reduction in demand for parking, with the RBC Zone 2 standards requiring up to 50 parking spaces within the Proposed Development. The car park will provide 50 retained car parking spaces in line with maximum standards for Zone 2.
- 4.6 The proposals will include the provision of 3 blue badge holder parking spaces, providing an opportunity for disabled residents to park at the Site. This is in line with the blue badge policy which states that 5% of spaces or a minimum of 3 spaces, whichever is greater, should be accessible and provided for disabled car users.
- 4.7 To prevent the Development from impacting any local on-street controlled parking zone areas, the Applicant is willing to enter into a permit-free agreement for the Development, prohibiting residents from obtaining a parking permit for on-street parking, which will be secured by planning condition.

Cycle Parking

- 4.8 Long-Stay cycle parking for the Site will be provided in accordance with Reading Plan standards and designed in accordance with the Revised Parking Standards and Design SPD. The Site will provide C3 residential use and units will be 1-bedroom units, which the SPD states require 0.5 spaces per bedroom unit, equating to 25 cycle parking spaces based on the 50 proposed bedrooms.
- 4.9 Cycle parking will be stored within two external, secure and sheltered cycle stores within the car park area. The stores will provide a combines 26 cycle parking spaces, all of which will be provided in the form of Sheffield stands to enable by all users, with end of aisle spaces suitable for larger cycles.

Deliveries, Servicing and Waste Collection

- 4.10 The existing Site received deliveries via the on-site car park. This approach to servicing will be retained at the Proposed Development, with servicing vehicles able to utilise the on-site vehicle access and utilise the hardstanding for deliveries, with all activity to be undertaken in forward gear.
- 4.11 Deliveries are expected to be low with the servicing space mainly expected to be used by ad-hoc, short dwell time deliveries to the Site by couriers such as Amazon and Evri which are mostly associated with residential use. It is expected that based on experience and survey data of similar sites, residential use would be expected to generate 15 servicing trips per 100 units. This when applied to the proposed 50 units, would generate an expected 7-8 deliveries per day which is expected to have a negligible impact on the local highway network.
- 4.12 Waste will be stored within a dedicated storage area within the car park, with space indicated for the storage of separated waste streams (food, recyclables and general waste). Waste vehicles will be able to then collect waste from within the on-site car park. No waste containers or bins will be stored on the public highway at any point.

5 MULTI-MODAL TRIP GENERATION ASSESSMENT

5.1 The following section sets out the trip generation assessment demonstrating the proposals' anticipated reduction in trips compared to the existing Site.

Methodology

5.2 The trip generation exercise assesses the estimated total number of AM peak (08:00–09:00) and PM peak (17:00–18:00) trips by land use and by mode of travel using the Trip Rate Information Computer System (TRICS) and local 2011 Census data.

Existing Trip Generation

5.3 A total person trip generation assessment has been undertaken for the existing development using trip rates for comparable sites. The proposed development based on the 2,678 sqm office space which has been used for this trip generation.

5.4 TRICS trip rates have been sought for office sites based on the following criteria:

- Office Use;
- England;
- Outside of London;
- Sites from 500 sqm to 7,000 sqm;
- Sites surveyed since 2018;

5.5 TRICS identified seven such Sites which met the criteria for this trip generation assessment. The highest outlier and lowest outlier were removed for greater accuracy. A copy of the TRICS output data is included at **Appendix C**.

5.6 A summary of the total person trip rates and trip generation associated with the circa 2,678sqm (GIA) of office space are included in **Table 5.1** below.

Table 5.1: Person Trip Rates & Trip Generation (2,678sqm Office)						
Time Period	Trip Rates (Per 100 sqm)			Trip Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	2.233	0.187	2.42	60	5	65
17:00-18:00	0.029	1.759	1.788	1	47	48

- 5.7 The trip generation from Table 5.1 has been applied to the 2011 Census data for method used to travel to work for employees living in the area of the Site, taken from the super output area – middle layer: Reading 011. This is summarised within **Table 5.2** below.

Table 5.2: Existing Office Multi-Modal Trip Generation (2,678 sqm)							
Travel Mode	2011 Census %	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Rail	17%	10	1	11	0	8	8
Bus	18%	11	1	12	0	8	9
Taxi	0%	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0
Car Driver	38%	23	2	25	0	18	18
Car Passen.	4%	2	0	2	0	2	2
Cycle	4%	2	0	3	0	2	2
Walk	18%	11	1	12	0	9	9
Total	100%	60	5	65	1	47	48
*Figures subject to rounding error.							

- 5.8 As shown in the Table above, the existing office generates 65 two-way trips in the peak AM hour and 48 two-way trips in the peak PM hour.

Proposed Trip Generation

- 5.9 In a similar manner to the existing use, the TRICS database has been interrogated to provide trip rates for residential developments with similar levels of parking, number of units and edge of town / edge of town centre location. **Table 5.3** below, provides the trip rates and total person trip generation for the proposed 50 residential units. A copy of the residential TRICS output data is included at **Appendix D**.

Table 5.3: TRICS Trip Rates and Trip Generation – Proposed Residential Use (50 Units)						
Time Period	Total Person Trip Rates			Total Person Trips		
	In	Out	2-Way	In	Out	2-Way
AM Peak (08:00-09:00)	0.092	0.528	0.62	5	26	31
PM Peak (17:00-18:00)	0.47	0.198	0.668	24	10	33

- 5.10 As can be seen in the table above, the proposed residential use at the Site has the potential to generate 31 two-way person trips across the morning peak hour, and 33 two-way trips across the evening peak hour.
- 5.11 The trip generation from Table 5.3 has been applied to the 2011 Census data for method used to travel to work for employees living in the area of the Site, taken from the super output area – middle layer: Reading 011.
- 5.12 The modal split has been applied to the trip generation to provide the multi-modal trip generation of the proposed co-living space in **Table 5.4**.

Table 5.4: Proposed Residential Multi-Modal Trip Generation (50 units)							
Travel Mode	2011 Census %	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Rail	20%	1	5	6	5	2	7
Bus	12%	1	3	4	3	1	4
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Car Driver	29%	1	8	9	7	3	10
Car Passen.	3%	0	1	1	1	0	1
Cycle	4%	0	1	1	1	0	1
Walk	31%	1	8	10	7	3	10
Total	100%	5	26	31	24	10	33
*Figures subject to rounding error.							

- 5.13 As shown in the table above the proposed Site would generate 10 public transport trips in the AM peak hour and 11 public transport trips in the PM peak hour, and the effect of this would be negligible.

Net-Change Trip Generation

- 5.14 A comparison of the two trip generations has been conducted to assess the net change in trips during the peak hours between the existing and proposed sites. The difference in trip generation for the Site by mode of travel is displayed below in **Table 5.5**.

Table 5.5: Net-Difference in Trips from Existing to Proposed						
Travel Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Rail	-9	5	-4	5	-6	-1
Bus	-10	2	-8	3	-7	-5
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	-22	6	-16	7	-15	-9
Car Passen.	-2	1	-1	1	-1	-1
Cycle	-2	1	-1	1	-1	-1
Walk	-9	7	-2	7	-5	2
Total	-55	21	-34	23	-37	-14
*Figures subject to rounding error.						

5.15 As shown in the table above, the Site's proposals are expected to generate a reduction in peak hour public transport trips of 12 fewer two-way total trips across the AM peak and 6 fewer trips in the PM peak. Within this however, the proposals see a direction of travel switch from office to residential with arrival trips in the AM peak reducing while departing trips increase, and the opposite occurring during the PM peak. This is due to residents leaving in the morning for work, compared to arriving for work.

5.16 Within the data, we see a significant reduction in private car use anticipated, with 16 fewer two-way AM peak car trips and 9 fewer PM peak car trips. This will be of benefit to the local highway network, with fewer vehicle movements anticipated.

6 SUMMARY AND CONCLUSION

Summary

- 6.1 This Transport Statement ('TS') has been prepared by Caneparo Associates on behalf of Sheikh Holdings (the 'Applicant') in support of the proposal for the change of use of a Site known as Advantage House, Castle Street (the 'Site'), located within Reading.
- 6.2 The existing Site currently comprises of Class E office use totalling circa 2,678 sqm (GIA) with an associated reception and car parking for circa 60 cars. The Site is bound to Castle Street to the north, A329 to the east, being located directly southwest of the roundabout junction between the A4155 Castle Hill/Street and the A329, and Coley Place to the west.
- 6.3 The development proposals comprise of the change of use of the existing office space to provide 50 residential units with associated car parking, cycle parking and waste storage in line with RBC guidance.
- 6.4 The potential changes in traffic and transportation terms can be summarised as follows:
- The proposed development will be in accordance with RBC's sustainable transport objectives and will provide parking meeting requirements for car and cycle parking within the existing car park facility at the Site.
 - Cycle parking is provided externally within sheltered and secure stores in accordance with RBC standards for the change of use of the Site to residential, with stands comprising Sheffield stands suitable for use by all users, including space for larger cycles at end of aisle spaces.
 - Both servicing and waste collection will continue in-line with existing arrangements, which comprises vehicles stopping within the Site's car parking area with servicing vehicles able to utilise the on-site vehicle access and utilise the hardstanding for deliveries, with all activity on the local highway to be undertaken in forward gear.
 - Overall, the level of trips generated by the development will be immaterial and not impact the existing transport and highway network.

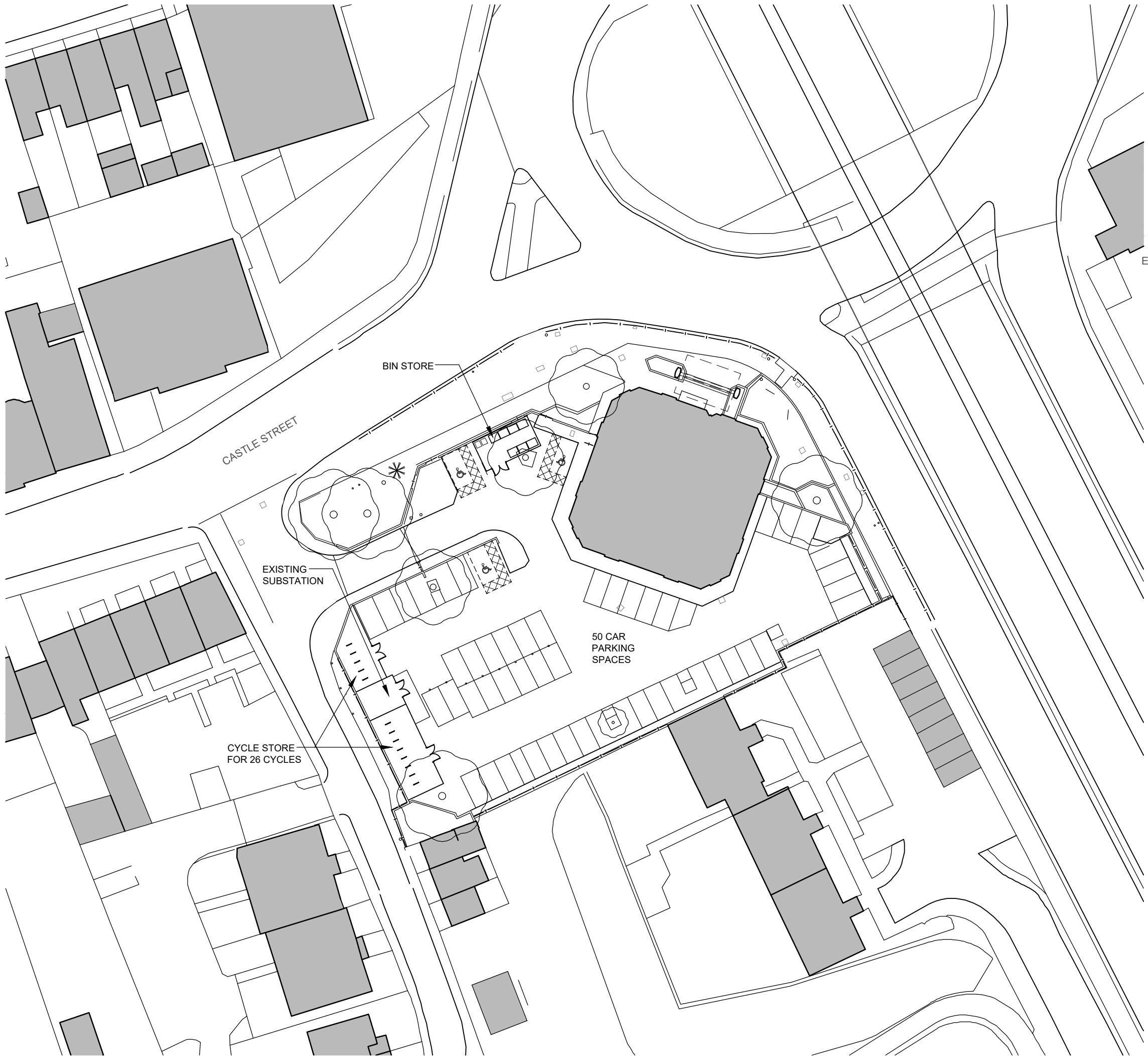
Conclusion

6.5 In conclusion, the proposed change of use will not have a material impact on the local highway or public transport network, and is in accordance with relevant adopted national and local policy guidance. It therefore meets the test of the NPPF and paragraph 111, which states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

6.6 In light of this, the proposed change of use is considered to be acceptable and should be supported on transport grounds.

Appendix A



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MEASURED BUILDING SURVEY 28.05.24
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DRAFT ISSUE	3.7.24	SB	P01
DRAFT ISSUE	5.7.24	SB	P02
ISSUED FOR PLANNING	5.7.24	SB	P03
ISSUED FOR PLANNING	11.7.24	SB	P04

North



0 5m 10m 15m 20m

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RESIDENTIAL DEVELOPMENT
ADVANTAGE HOUSE READING

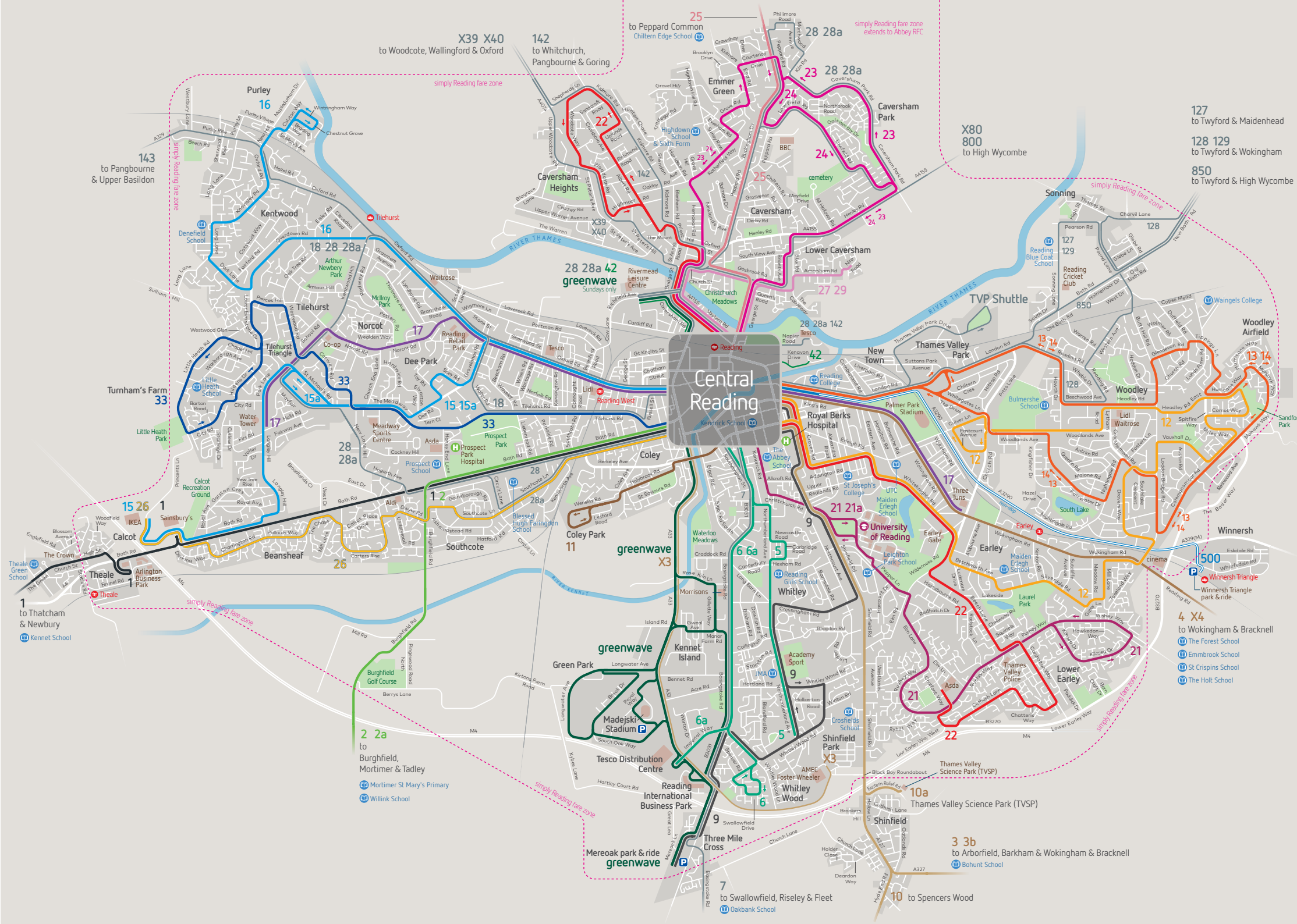
SITE PLAN
AS PROPOSED

PROJECT ORIGINATOR TYPE NUMBER REVISION
2446-A11-MP-DR-P001-P04

1:250 @ A1
DRAWN BY SB

7.24

Appendix B



Appendix C

Calculation Reference: AUDIT-358901-240117-0121

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 540 to 6420 (units: sqm)
Range Selected by User: 500 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/18 to 23/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
Wednesday 1 days
Friday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 1
Edge of Town Centre 4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 1
Built-Up Zone 2
No Sub Category 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BC-02-A-08 OFFICES HOLDENHURST ROAD BOURNEMOUTH	BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 2600 sqm Survey date: WEDNESDAY 14/09/22	Survey Type: MANUAL
2	GM-02-A-11 OFFICES SAINT PETER'S SQUARE MANCHESTER	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Gross floor area: 6420 sqm Survey date: FRIDAY 22/04/22	Survey Type: MANUAL
3	NY-02-A-03 DISTRICT COUNCIL OFFICES STATION ROAD RICHMOND	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 1590 sqm Survey date: FRIDAY 06/05/22	Survey Type: MANUAL
4	WK-02-A-02 OFFICES WHITEHALL ROAD RUGBY	WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area: 540 sqm Survey date: MONDAY 14/11/22	Survey Type: MANUAL
5	WS-02-A-07 BUSINESS TECHNOLOGY HAM ROAD SHOREHAM-BY-SEA	WEST SUSSEX
	Edge of Town Centre No Sub Category Total Gross floor area: 2780 sqm Survey date: FRIDAY 11/11/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DY-02-A-02	.
WS-02-A-05	.

Caneparo Associates Ltd Little Portland Street London

Licence No: 358901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.92

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2786	0.574	5	2786	0.101	5	2786	0.675
08:00 - 09:00	5	2786	1.242	5	2786	0.158	5	2786	1.400
09:00 - 10:00	5	2786	0.431	5	2786	0.187	5	2786	0.618
10:00 - 11:00	5	2786	0.244	5	2786	0.144	5	2786	0.388
11:00 - 12:00	5	2786	0.108	5	2786	0.108	5	2786	0.216
12:00 - 13:00	5	2786	0.122	5	2786	0.244	5	2786	0.366
13:00 - 14:00	5	2786	0.201	5	2786	0.215	5	2786	0.416
14:00 - 15:00	5	2786	0.136	5	2786	0.215	5	2786	0.351
15:00 - 16:00	5	2786	0.065	5	2786	0.223	5	2786	0.288
16:00 - 17:00	5	2786	0.057	5	2786	0.337	5	2786	0.394
17:00 - 18:00	5	2786	0.043	5	2786	1.048	5	2786	1.091
18:00 - 19:00	5	2786	0.043	5	2786	0.287	5	2786	0.330
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.266			3.267			6.533

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	540 - 6420 (units: sqm)
Survey date range:	01/01/18 - 23/11/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Caneparo Associates Ltd Little Portland Street London

Licence No: 358901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.92

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2786	0.818	5	2786	0.129	5	2786	0.947
08:00 - 09:00	5	2786	2.233	5	2786	0.187	5	2786	2.420
09:00 - 10:00	5	2786	0.790	5	2786	0.273	5	2786	1.063
10:00 - 11:00	5	2786	0.431	5	2786	0.287	5	2786	0.718
11:00 - 12:00	5	2786	0.251	5	2786	0.266	5	2786	0.517
12:00 - 13:00	5	2786	0.538	5	2786	0.883	5	2786	1.421
13:00 - 14:00	5	2786	0.596	5	2786	0.560	5	2786	1.156
14:00 - 15:00	5	2786	0.316	5	2786	0.445	5	2786	0.761
15:00 - 16:00	5	2786	0.129	5	2786	0.431	5	2786	0.560
16:00 - 17:00	5	2786	0.072	5	2786	0.660	5	2786	0.732
17:00 - 18:00	5	2786	0.029	5	2786	1.759	5	2786	1.788
18:00 - 19:00	5	2786	0.065	5	2786	0.416	5	2786	0.481
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.268			6.296			12.564

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix D

Caneparo Associates Ltd Little Portland Street London

Licence No: 358901

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-184 DWELLS	
Actual Trip Rate Calculation Parameter Range	22-175 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 02/10/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	4
	Thursday	2
	Friday	1
Main Location Types selected	Edge of Town Centre	4
	Edge of Town	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	11 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	20,001 to 25,000	2
	25,001 to 50,000	5
Population <5 Mile ranges selected	50,001 to 75,000	2
	125,001 to 250,000	3
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	7

Calculation Reference: AUDIT-358901-240701-0757

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02 SOUTH EAST		
CT	CENTRAL BEDFORDSHIRE	2 days
HF	HERTFORDSHIRE	3 days
PO	PORTSMOUTH	1 days
09 NORTH		
TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 22 to 175 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 4 days
Thursday 2 days
Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 4
Edge of Town 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 5
Built-Up Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 11 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:Use Class:

C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CT-03-C-01	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	CT-03-C-02	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
4	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
5	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL
6	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
7	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CT-03-C-03	Not representative of site location
MS-03-C-04	Survey conducted during the Covid-19 pandemic
SF-03-C-05	Survey conducted during the Covid-19 pandemic

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.17

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	73	0.067	7	73	0.436	7	73	0.503
08:00 - 09:00	7	73	0.092	7	73	0.528	7	73	0.620
09:00 - 10:00	7	73	0.114	7	73	0.182	7	73	0.296
10:00 - 11:00	7	73	0.153	7	73	0.174	7	73	0.327
11:00 - 12:00	7	73	0.121	7	73	0.178	7	73	0.299
12:00 - 13:00	7	73	0.235	7	73	0.250	7	73	0.485
13:00 - 14:00	7	73	0.190	7	73	0.168	7	73	0.358
14:00 - 15:00	7	73	0.133	7	73	0.131	7	73	0.264
15:00 - 16:00	7	73	0.266	7	73	0.133	7	73	0.399
16:00 - 17:00	7	73	0.299	7	73	0.172	7	73	0.471
17:00 - 18:00	7	73	0.470	7	73	0.198	7	73	0.668
18:00 - 19:00	7	73	0.507	7	73	0.215	7	73	0.722
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.647			2.765			5.412

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*