

TECHNICAL NOTE

Job Name: Waterfront Square, Reading
Job No: 332610561
Note No: TN004
Date: December 2024
Prepared By: Rhys Husband
Reviewed By: Chris Brice
Subject: Response to RBC Highway Comments

1. Introduction

- 1.1. This Technical Note (TN) has been prepared by Stantec UK, on behalf of the Client (Packaged Living Ltd) in connection with the development proposals at Norman Place, for 254 studio, one, two and three bedroom residential dwellings (Use Class C3), together with 278m² (GEA) of flexible Class E floorspace at ground floor level (Ref. PL/24/0958).
- 1.2. As part of the planning submission a Transport Statement (TS) was prepared that assessed the impacts of the development pertinent to transport and highway.
- 1.3. This TN provides a response to RBC highways and transport comments received on 7th November 2024 and comments from RBC Waste Management.

2. Pedestrian and Cycle Access

2.1. RBC stated in their comments that:

"The route would consist of a facility that is between 3.2m and 3.6m in width, which in principle would be in excess of the 3m minimum width requirement specified in LTN 1/20. However, LTN 1/20 does specify that should the route be adjacent to vertical features then additional width would be required to ensure that a usable width for pedestrians and cyclists is provided. At vehicle access point, the width of the pedestrian cycle route would be clearly unacceptable in relation to LTN 1/20 standards, and, as such, the building would need to be set back further from the back of the footway."

And

"For completeness, the applicant should assess all vertical features along the route and update the scheme to ensure compliance with LTN 1/20."

Stantec Response:

Norman Place is part of Cycle Route 4 in Reading. At present, there is no shared or segregated cycleway; instead, cyclists use the carriageway of Norman Place which is lowly trafficked. There is a footway on the eastern edge that is non-continuous as it is interrupted by the existing buildings' and landscaping.

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The proposed development seeks to drastically improve the existing provisions, with a minimum width of c. 3.2m proposed through the connection between the river and Norman Place where the existing width is currently c. 2.3m. Although the proposals are not in its entirety LTN 1/20 it is a marked improvement over the existing provision. The proposals are constrained by the existing building to the west, site levels, landscaping requirement and the need for Fire Tender access through to the square and rear of the building. The proposed scheme balances these factors and needs and seeks to provide width closest to 3.5m minimum (3m for shared pedestrian/cycle use and 500mm clearance from western edge, eastern edge is a lower level edge that doesn't need full clearance/buffer). The proposed 3.2m is in keeping with adjacent sections of the towpath which have a reduced width in comparison to that width proposed adjacent to the development. These widths are reduced to c. 2.2m at Christchurch Bridge and reduced under Caversham Bridge also.

The width at the shared footway past the vehicle access point has been increased to 3.5m as shown on Drawing 332610561-STN-HGN-XX-DR-H-0011-P01. This provides 3m pedestrian/cycle area with a 500mm clearance from the development façade, given the low traffic and low speed Norman Place a kerbside clearance is not deemed necessary (ref to Table 6-1 below).

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

Norman Place is a quiet road, with no through traffic; as such, tracking has been completed of two large cars passing each other, Drawing 332610561-STN-HGN-XX-DR-H-0013.

The proposals are suitable for the path with a low level of expected usage.

2.2. RBC stated in their comments that:

"In addition to this, it is noted that steps are proposed at the northwest corner as the route approaches the Towpath. Any assessment should also take account of the need for corduroy paving at the base of the steps which would be required to ensure that pedestrians are aware that cyclists may be present."

Stantec Response:

The inclusion of Corduroy paving can be secured via a condition in the S106 agreement.

2.3. RBC stated in their comments that:

"The development proposals include improvements to the section of NCN 5, that runs along the northern boundary of the site and is part of the River Thames Tow Path. These improvements include the provision of a 3.0m wide path along the site boundary, with a 500mm buffer from vertical features as compliant with LTN 1/20."

and

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To facilitate this the site wall will be removed to create a width of 3.5m south of two existing trees in the grass verge along the riverbank. To the east of this several trees are located within the grass verge located along the existing site boundary wall and, as such, widening is proposed in the verge along the riverbank. In principle this is acceptable, however the Transport Statement has only provided an extract of this plan at Figure 6.2. As such, the full drawing should be submitted for review."

and

"What is noted, however, is that the widening scheme is illustrated on the existing and not the proposed arrangement. Therefore, to ensure compliance the proposal should be provided alongside the proposed scheme. As identified above, the scheme includes the provision of steps down to the Towpath and, as such, the provision of corduroy paving should also be illustrated on the plan to be submitted."

Stantec Response:

An Architect / Landscape updated drawing has been included displaying the proposed widening of NCN5 on the proposed arrangement.

Also, see 332610651-SYN-HGN-XX-DR-H-0009-P01, where the drawing was completed on the latest landscape drawing.

2.4. RBC stated in their comments that:

"The proposed scheme proposes cycle parking at the point at which the route from Norman Place meets the Towpath, which is NCN Route 5. The cycle stands would create an obstruction, especially for cyclists traveling east along the Towpath and turning right towards Norman Place. The adjacent wall and landscaping would also obscure visibility of the Sheffield stands, especially when no bicycles are parked in this location. These cycle parking spaces should therefore be relocated onto the podium area so as to remove any conflict."

Stantec Response:

It is agreed that placing the public realm cycle parking at the location described above would create an obstruction; as such, these have been relocated, one to the front of Waterfront Square and the remaining two by the other cycle parking and is included in the updated Architect / Landscape drawings included with this report.

2.5. RBC stated in their comments that:

"It is proposed to provide steps on the northwest corner of the site, so that access can be provided to the rear of the site, the landscaped courtyard and commercial use. However, in line with DfT document Inclusive Mobility, the proposed scheme has provided no ramp to allow for a convenient accessible route to this space. An alternative access is provided that is located on Norman Place to the south, which is approximately 40m away from the stepped access, but the Highway Authority do not consider this to be a suitable alternative access for those travelling along the Towpath. As such, details are required to explain how this meets the required standards."

Stantec Response:

The inclusion of a ramp from the towpath into the rear of the site would have a determinantal impact on the Landscaping Strategy given the levels. Accessible access to the rear of the site is already provided from Norman Place along the western extent of the site.

2.6 RBC stated in their comments that:

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"A separate pedestrian access is to be located along the site frontage onto A329 Vastern Road. This is to be in the form of two stepped accesses with a sloped access provided at the western boundary of the site. Given that the main route of travel would be to and from the west, as this is the location of the nearest crossing facility to the site, and this is along the main route to the Town Centre, this has been deemed acceptable."

Stantec Response:

It is acknowledged that access onto the A329 Vastern Road is deemed acceptable.

2.7 RBC stated in their comments that:

"Access to the main cycle parking area for the development is gained via the car park area and the principle of this is agreed. However, the details of the cycle parking are provided later on within this consultation response."

Stantec Response:

It is acknowledged that the principle of access into the cycle parking area is deemed acceptable.

3. **Vehicle Access / Servicing**

3.1. RBC stated in their comments that:

"Vehicles are to access the proposed undercroft car park from Norman Place in a similar location to the existing car park access was and allows for two vehicles to pass on entering/exiting the car park. This has been deemed acceptable."

Stantec Response:

It is acknowledged that the proposed vehicle access point into the undercroft car park is deemed acceptable.

3.2. RBC stated in their comments that:

"Two further access points are proposed as an in and out for service vehicles and the principle of this is accepted. Tracking has been submitted that identifies a 7.5t panel van service vehicle entering and exiting the layby, but this is only in a north to south direction. However, there would be no restriction on how access and egress is permitted and as such visibility splays are required for both access points."

Stantec Response:

It is acknowledged that the principle of access into the servicing area is deemed acceptable.

It is agreed and acknowledged that there would be no restriction on which access point would be used for the servicing area. As such, this report includes updated tracking drawings, with associated visibility splays, see Drawing 332610561-STN-HGN-XX-DR-H-0006 P04A and 332610561-STN-HGN-XX-DR-H-0012.

3.3. RBC stated in their comments that:

"In addition to the above, the assessment within the servicing and bin strategy has only undertaken a swept path analysis for a 7.5t panel van. The assessment has provided no information as to the breakdown in the service vehicle size; should the development propose a high proportion of larger vehicles the layby area should be designed to facilitate off street servicing for all vehicles. Should this not be provided there is risk of larger vehicles parking on the footway/cycleway to service the site."

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Stantec Response:

It is proposed that the largest vehicle that will service the site will be an RBC refuse vehicle; however, this vehicle is not proposed to access the servicing area; instead, it will service from the highway.

Generally the largest proposed vehicle is the 7.5t panel van illustrated on the vehicle tracking drawings, see Drawing 332610561-STN-HGN-XX-DR-H-0006A P04 and 332610561-STN-HGN-XX-DR-H-0012.

3.4. RBC stated in their comments that:

“Refuse is to be relocated to a collection point on Norman Place, which doubles up as the layby. However, this would result in the lay by being unavailable for deliveries, which the trip rate data identifies as being a constant occurrence throughout the day.”

Stantec Response:

It is acknowledged that storing refuse for collection will prevent other vehicles from using the servicing bay.

The table below displays the number of servicing trips based on the TRICS sites selected. Further examination of the Servicing Trip Rates for the Café shows that it would generate 21 two-way trips due to a site selected that had an abnormally large servicing trip rate due to its small size and number of servicing trips on the survey day. As such, this site was removed (GM-06-K-02), and the servicing trip was calculated again; it is proposed these trip rates be used for the Servicing Trip Rates; see “24.06.03 – Proposed Service Café TRICS”, in line with TN002 – Refuse and Bin Strategy .

Time Period	Submitted TRICS Data*		Updated TRICS Data**	
	Arrivals	Departs	Arrivals	Departs
07:00-08:00	10.1	9.9	2.8	2.5
08:00-09:00	2.5	1.8	2.5	1.8
09:00-10:00	5.2	3.6	4.2	3.1
10:00-11:00	3.4	2.9	2.3	1.9
11:00-12:00	3.0	4.4	3.0	3.8
12:00-13:00	4.5	5.5	2.9	3.9
13:00-14:00	2.8	2.3	2.3	2.3
14:00-15:00	1.3	1.6	0.8	0.5
15:00-16:00	3.1	2.3	2.5	2.3
16:00-17:00	2.3	3.7	2.3	3.0
17:00-18:00	1.0	0.8	1.0	0.8
18:00-19:00	8.6	8.8	1.3	1.5
Total	47.9	47.5	26.2	25.7

*Based on the submitted servicing trip rates for the residential and café.

**Based on the submitted servicing trip rates for residential and updated café trip rates

Based on TfL's Kerbside Loading Guidance, the average residential dwell time is c. 14 minutes. The table below displays the level of occupancy, as displayed in the servicing bay. Three vehicles arriving in an hour would leave the bay for c. 17 minutes an hour when it is not occupied. For this exercise it was assumed that the servicing area could only accommodate a single servicing vehicle, however it would be able to accommodate more than that, hence this is a robust assessment.

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Time Period	Updated TRICS Data**		Occupancy (Minutes)	
	Arrivals	Departs		
07:00-08:00	2.8	2.5	39 (65%)	
08:00-09:00	2.5	1.8	36 (59%)	
09:00-10:00	4.2	3.1	43 (71%)	
10:00-11:00	2.3	1.9	32 (53%)	
11:00-12:00	3.0	3.8	43 (71%)	
12:00-13:00	2.9	3.9	32 (53%)	
13:00-14:00	2.3	2.3	32 (18%)	
14:00-15:00	0.8	0.5	11 (59%)	
15:00-16:00	2.5	2.3	36 (59%)	
16:00-17:00	2.3	3.0	32 (53%)	
17:00-18:00	1.0	0.8	14 (24%)	
18:00-19:00	1.3	1.5	18 (30%)	
Total	26.2	25.7	Average	31 (51%)

The Estate Management Team will present and remove the bins from the servicing area to minimise their time within the bay. As refuse will be collected infrequently, the bay will be empty and accessible for the vast majority of the time.

Based on the above, the storage of the refuse within the servicing bay will not be an issue to the servicing operation of the site.

3.5. RBC stated in their comments that:

"The location of the bin collection point also provides not just an unattractive route to the rear landscaped courtyard, but also an unattractive outlook for the residential units along that elevation, as well as creating pinch points for pedestrians. The details of any pinch points have been unable to be assessed by the Highway Authority, given that only extracts of plans have been provided within the Transport Statement and not the full drawing illustrating the bins within the collection area. Irrespective of this point Reading Borough Council collections include food waste, alongside both the normal and recycling collections. As such, the collection point would be required to facilitate up to 25 1100l bins and 25 240l food bins just for the residential. The area proposed would therefore appear to be insufficient to accommodate this provision of bins."

Stantec Response:

See response below.

3.6. RBC stated in their comments that:

"It is noted that point 2.2 of the waste strategy states that smaller bins than 1100l will be used for the commercial, given the size of the units, but Table 2.2 indicates how many 1100l bins will be required. This has also not been considered within the refuse collection point and no refuse storage has been provided within the proposed ground floor plan for the commercial use."

Stantec Response:

It is acknowledged that the presentation of the bins creates a reduced point for access of 2.1m into the rear of the site, which is still sufficient. This will also only be for a short period of time, most likely in the morning on a workday when people would be less likely to be accessing the rear of the site. It is not foreseen for this to be an issue.

An updated drawing that displays the reduced width has been included with this report when presenting 27 x 1,100L and 20 x 240L; see Drawing 332610561-STN-HGN-XX-DR-H-0006B (note bin numbers amended following RBC Waste Management Team comments).

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The commercial unit has been developed as a shell currently as the end use is unknown. A refuse store will likely be developed within the commercial unit fronting the square. We recommend that this can be secured via the condition to specify that a suitable facility is developed for the end occupier.

4. Parking

4.1. RBC stated in their comments that:

"There will be 136 bicycle parking spaces provided to encourage cycling; this meets the minimum number of bicycle parking spaces required for the residential development. These will be a mixture of two-tier stackers and Sheffield Stands, which will be provided as 126 within two-tier stackers and 10 within 5 Sheffield Stands. This in principle is acceptable. However, the Sheffield stands are not provided at 1m centres and therefore should be updated."

Stantec Response:

It is acknowledged that the provision and make-up of the cycle parking is accepted in principle.

The cycle parking provision will be secured via a condition.

4.2. RBC stated in their comments that:

"Cycle parking for the commercial uses has been provided by way of external Sheffield stands, which is accepted in principle for visitors. However, staff cycle parking should be provided within covered and secure cycle parking. As indicated above, there is also concern regarding the location of the cycle parking located at the point whereby Norman Place and the Towpath meet. The commercial cycle parking is therefore not accepted."

Stantec Response:

It is acknowledged that the provision of commercial cycle parking using Sheffield Stands is accepted in principle for visitors.

The public realm cycle parking has been relocated and this is shown on the updated Architect / Landscape drawings included as part of this report. One of the Sheffield Stands have been relocated to the front of Waterfront Square, while the remaining two have been moved to remove the obstruction.

Staff cycle parking will be secured via a condition.

4.3. RBC stated in their comments that:

"The Transport Statement states that the minimum parking standards are identified at Table 6.2. However, this table refers to commercial cycle parking. In line with the adopted standards, the proposal would require to provide 239 spaces for the 1 and 2 bed dwellings at a ratio of 1 space per unit and 23 for the 3 bed units at a ratio of 1.5 spaces per unit. This equates to a total of 262 spaces."

Stantec Response:

The Transport Statement states that "Table 6.2 displays the number of cycle parking spaces required for the flexible commercial space based on the standards shown in Table 2.3, the number of staff was calculated using the 'Employment Density Guide 3rd Edition'."

Table 6.2 itself does not display the standards but the minimum number of cycle parking spaces required for the potential commercial uses, which would be four spaces for all uses.

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We are unsure of the relevance of the stated standards as these are for commercial car parking, which the Highways Officer has noted that the proposed development provides none of and has deemed that acceptable.

Staff cycle parking for the commercial unit will be secured with a condition that as the end use of the commercial unit is unknown.

4.4. RBC stated in their comments that:

"Given the close proximity to the Zone 1 parking area within the Parking SPD and that the site is located in a very accessible area with access to active travel routes, public transport nodes and local facilities within walking and cycling distance, the applicant has proposed a provision of 18 spaces. These consist of 3 disabled bays, two car club bays and all spaces being provided with EV charging points. This provision would be a reduction from even the Zone 1 standards. However, given the justification above and that the area is fully controlled, with no opportunity for overspill parking, and that residents of the development will not be entitled to resident parking permits, this provision has been deemed acceptable."

"It should be advised that the Highway Authority can only object to developments on the grounds of Highway safety and / or Highway capacity. Given that the development will not result in an overspill of parking impacting on Highway safety, the Highway Authority would have no grounds in which to object to a reduced parking provision in this location"

Stantec Response:

It is acknowledged that the residential car parking provision is deemed acceptable.

4.5. RBC stated in their comments that:

"No dedicated parking has been proposed for the commercial unit on the ground floor and this has been deemed acceptable, given the units size and this is likely to be utilized as those that are undertaking pass-by trips, diverted trips and trips from the residents of the development."

Stantec Response:

It is acknowledged that the provision of no car parking for the commercial unit is deemed acceptable.

4.6. RBC stated in their comments that:

"The car club spaces have not been illustrated on the submitted plans; however, this will be secured through the S106 requirements for the car club"

Stantec Response:

It is acknowledged and agreed that the car club will be secured through the S106.

5. Trip Generation

5.1. RBC stated in their comments that:

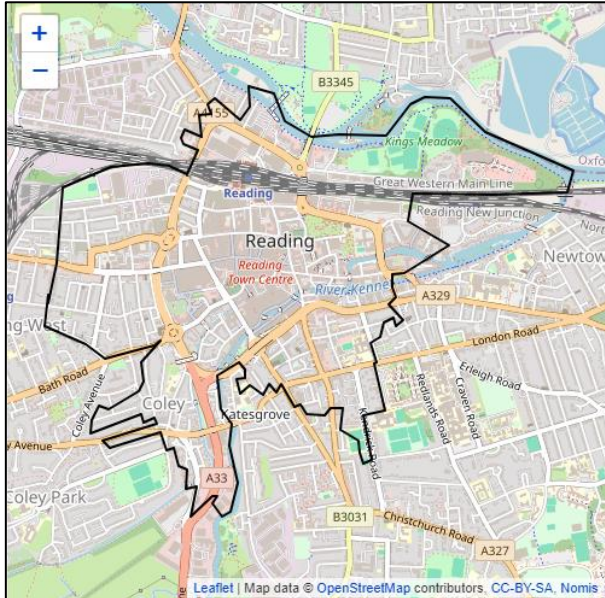
"Although the trip rates have been agreed, the Census data to identify mode share has not been agreed, given that a plan of the area assessed has not been stipulated within the application. In addition, the mode share for the office and the Class E use cannot be assessed utilizing Census data, given that this is based on the location of where residents live and not where they work. As such, this data could only be used should every employee and visitor of the existing office and proposed Class E use live within the area assessed within the Census data extent. The application must therefore be updated to provide suitable travel modes for each the office and Class E uses."

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Stantec Response:

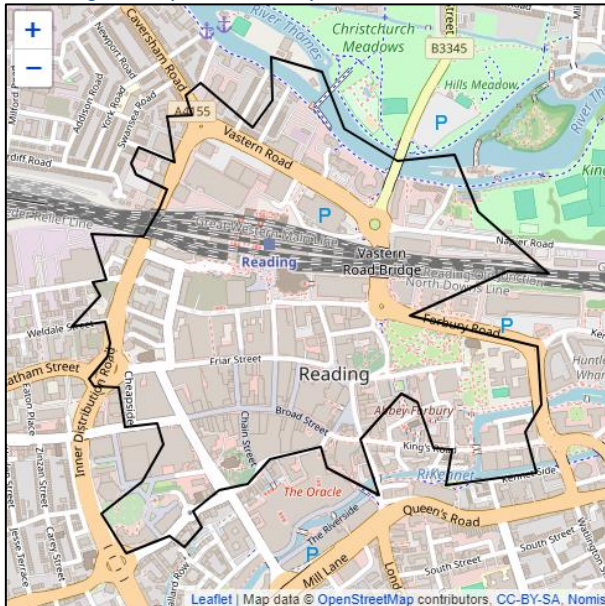
The image below displays the area where the Office mode share has been taken from Nomis for Reading 011 (E02003399).

Reading 011 (E02003399)



The image below displays the area for which the Residential mode share has been taken from Nomis for Reading 011F (E010033415).

Reading 011F (E010033415)



The Highways Officer is incorrect in stating that the mode share for office and commercial cannot be assessed using Census data. There are Census datasets (WU03EW, mistakenly typed as WP03EW in the Transport Statement) that provide the mode share for those who work within an MSOA, irrespective of their home location, it provides the modes that people used to travel to employment within the destination MSOA; this was outlined in Paragraph 7.5.1 of the Transport Statement.

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The mode share for the proposed Class E has not been taken from Census data but taken from the TRICS sites and adjusted accordingly to reflect the lack of car parking provision.

6. Travel Plan

6.1. RBC stated in their comments that:

"A framework residential travel plan has been submitted alongside the development and in principle this is acceptable. The details of which can be secured through a condition."

Stantec Response:

It is acknowledged that the Travel Plan is deemed acceptable in principle, the details of which will be secured through a condition.

7. RBC Waste Management

7.1. These comments were received separately to the Highway Comments

7.2. RBC stated in their response that:

"The Council's standard household waste collection service is for a fortnightly general waste collection, alternating with a fortnightly recycling collection and food waste is collected weekly. This is the maximum frequency we are able to collect household waste. For a building containing 254 residential units on the standard fortnightly household waste collection, they would require: • 28-32 x 1100L general waste bins • 55 x 1100L recycling bins • 20 x 240L food waste bins I note on the refuse strategy plan it is proposed that there would be a weekly collection, rather than fortnightly. A weekly collection would need to be put in place by the developer or building managers and would be a chargeable service by a private waste contractor. We would ask that the provision of a weekly waste collection for all waste types be formally written in to the plans or a condition of the development so that it can be referred back to in future, if required. A building with 254 residential units with a weekly collection would still require: • 14-16 x 1100L general waste bins • 27 x 1100L recycling bins • 20 x 240L food waste bins

Based on the provisions set out on table 2.1 of the document, the development may still be under capacity for general waste and recycling capacity. For these bins to be collected by our crews, the bins would need to be presented for collection within 10m of the rear of the collection vehicle. The 10m distance being measured from the rear of the vehicle to the bin stored furthest away. We would ask for confirmation on the plans that the bins will be presented for collection within this 10m distance. The bins would need to be pulled to the designated bin collection point by an Estate Management Team, and would need to be returned to the bin stores by them as well. The Estate Management Team may also need to be present on site at the time of refuse collection to ensure the bins are within the 10m pulling distance, and swap the bins out once they have been emptied. Is there a plan in place for there to be an Estate Management Team on site throughout the day? Our waste operatives begin emptying bins from 6am and the bins would need to be in position by that time on collection day to ensure they can be emptied. I am not able to advise on bin collection days at this early stage but it is likely/possible that your weekly food waste collection would fall on the same day as your recycling or general waste collection. Therefore, consideration should be made for how 25 recycling bins + 20 food waste bins will be transported and presented for collection on the same day.

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With regards to waste collection for the commercial element of this development, please can you advise where it is proposed the bins would be stored and collected from? There would need to be space for general waste, recycling and food waste receptacles here also. This commercial waste collection would be chargeable. We ask that consideration be made for installation of suitable recycling information/signage within bin stores and on display on any notice boards, or communal areas within the development. Please note that the Council will require 6-8 weeks' notice prior to any residential properties being occupied to ensure that bins can be purchased and delivered, and collections scheduled in with our crews."

Stantec Response:

It is proposed that the refuse be collected on a weekly basis, based on 27 x 1,100 and 20 x 240L bins required for the residential dwelling, as stated by the Reading Borough Council Waste Management Team. This number of bins can be stored in the servicing area, with 2.1m wide to the rear remaining, see Drawing 332610561-STN-HGN-XX-DR-H-0017

The Estate Management Team will be on-site during each collection to present the bins for collection and aid in their collection by removing the empty bins.

See previous comments regarding Commercial refuse.