

52 Greyfriars Road, Reading – Response to Highways Comments on Cycle Parking and Refuse Collection

Overview

1. The proposed scheme includes a total of 266 Co-living rooms with long-stay parking for up to 76 bicycles in a secure room and short-stay parking for up to 4 bicycles adjacent to the main entrance. The refuse store is proposed at the southern end of the building at first floor with access from Greyfriars Road with copies of the ground and first floor included at **ANNEX A**.
2. Reading Borough Highways provided comments in relation to the cycle parking provision and refuse storage / collection strategy requesting further information.

Long-stay Cycle Parking

3. The Reading Borough Council parking standards does not have recommended standards for Co-living units with highways officers initially suggesting that parking should be provided in accordance with standard one- and two-bedroom apartments and more recently at a ratio of 0.35 spaces per unit, unless evidence can be provided to support the lower level.
4. The proposed level of cycle parking equates to 0.29 spaces per unit and although less than the 0.35 proposed by Highways as a compromise is deemed more than adequate based on evidence at existing schemes operated by Verv-life; it is also greater than that based on the student room standard of 0.2 spaces per unit.
5. Verv-life operates a number of Co-living schemes across London and the UK and have been instrumental in determining the appropriate level of cycle parking (along with other aspects) taking into consideration the cycle parking aspirations of the council. As requested, Verv-life has collected data from existing cycle parking operated by themselves including photographic evidence with a summary of the findings in **Table 1** below and photographs included at **ANNEX B**.

Table 1: Summary of Cycle Parking Surveys			
Location	Rooms	Cycle Parking	
		Capacity	Occupied
Apiary - Ealing	81	81	4
Birmingham	159	63	6
Dalian	92	40	5
Wembley Ark	300	45	12
Canary Wharf	705	25	19
The Old Oak	546	133	43

6. The data shows, as expected, that the demand for cycle parking is significantly lower than the provision, including at London sites. Whereas it is accepted that potential future demand needs to be taken into account, it is clear that existing demand levels are nowhere near the proposed level at 0.29 spaces per unit.
7. Furthermore, as set out in the Transport Statement, the majority of people are expected to walk given the highly accessible location within the Town Centre adjacent to the station, with the census suggesting that approximately 80% of people who lived and worked locally walking to work.
8. Notwithstanding the above, it is possible to increase the level of cycle parking to include lockers for folding bicycles within the main building should the demand arise. The Applicant is willing to accept a condition to monitor the demand for cycle parking, and should the demand arise, install additional cycle parking in the form of lockers.

Short-stay Parking

9. The proposed layout includes short-stay parking for up to 4 bicycles on the footway in the vicinity of the main entrance.
10. Highways has suggested that the short-stay parking should not be located on the adopted highway.
11. Although the cycle parking is proposed on the adopted highway, it is considered the most appropriate location being close to the entrance with natural surveillance. Furthermore, the proposed short-stay cycle parking is no different from existing facilities throughout the Town Centre.
12. As such, whereas it would be possible to locate the short-stay cycle parking clear of the adopted highway, it would be in a less convenient location and as such less likely to be used.

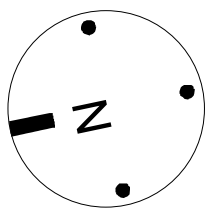
Refuse Storage and Collection

13. The scheme submitted included a total of 10 by 1,100ltr bins and 6 by smaller bins.
14. The council had initially suggested that the scheme should provide a total of 92 by 1,100ltr for waste and recycling and 22 by 240ltr bins for food waste which was then revised to a total of 18 by 1,100ltr bins (7 for general waste and 11 for recycling) plus 8 by 240ltr bins for food waste.
15. We have reviewed the layout based on the council standards and existing operation Co-living schemes and will be revising the scheme to provide an increased number with a total of 20 by 1,100ltr bins and 10 by 240ltr bins for food waste. In addition, it is proposed to have a "Daily Store" for residents with Management transferring

bins between the Daily Store and wider bin store to ensure that bins are more efficiently used.

16. The provision is in line with the recent council's comments and is considered adequate for the scheme based on evidence from other Verv-life schemes. Given it is a managed building, it is not in the Applicant's interests to not have enough refuse storage, and therefore, the proposed revised provision has been carefully considered to ensure it is sufficient for the building's use given the specific use class and operations.
17. Drawing 2024-5052-DWG-205 (**ANNEX C**) illustrates the approximate distance between the bin store entrance and the rear of the refuse vehicle when parked on Greyfriars Road. The Estate Management Team will assist the refuse collection team when collecting waste and recycling.

ANNEX A



GENERAL NOTES

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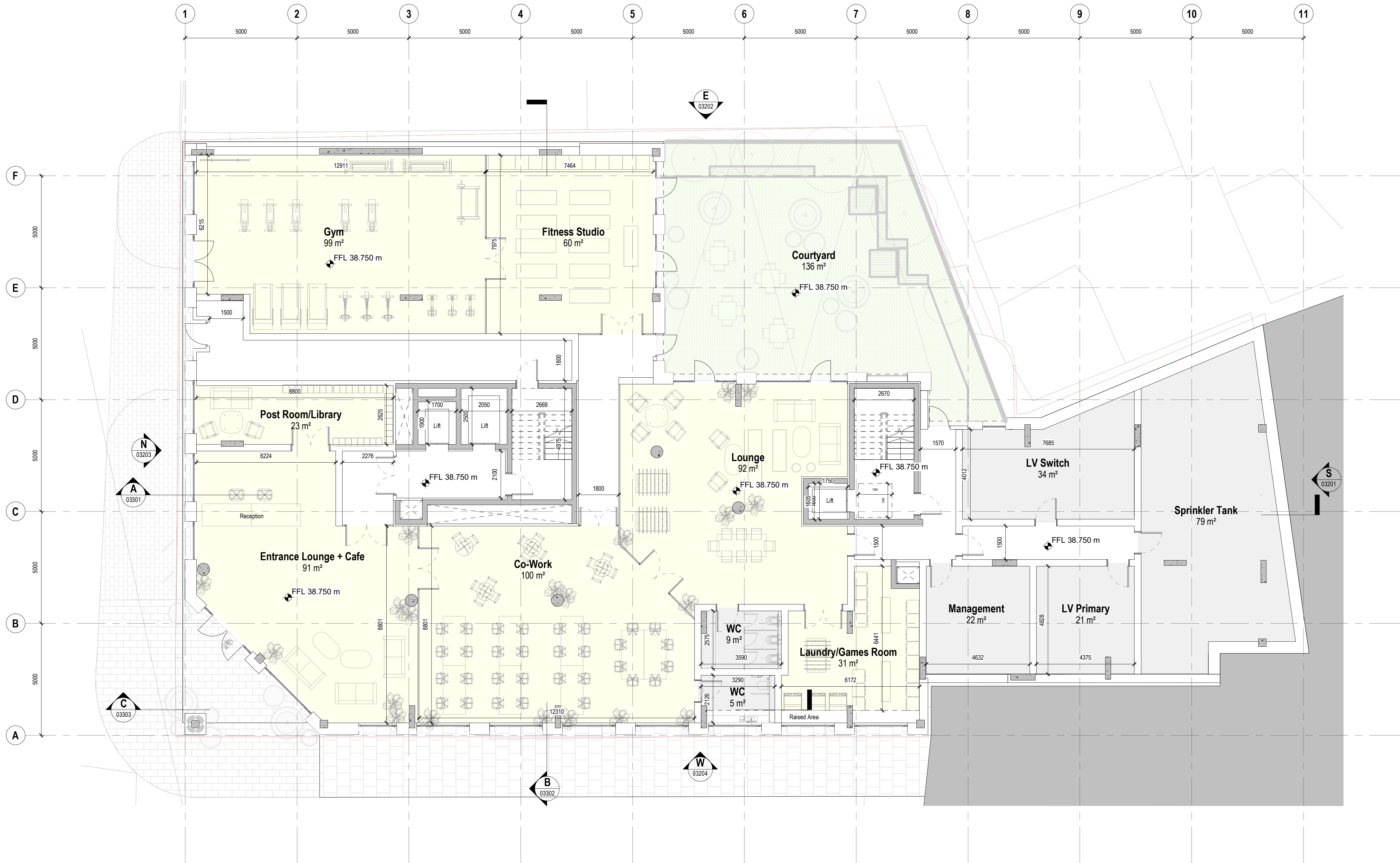
Drawings, specifications and schedules are to be read in conjunction with the following where applicable: Employer's Requirements documents, Agreements to Lease, Structural Engineer's drawings and specifications, Civil Engineer's drawings and specifications, Survey Drawings, Party Wall Boundary Awards. Other specialist design consultant's requirements as appointed by the Main Contractor. Other specialist design sub-contractor's requirements as appointed by the Main Contractor.

P = Preliminary C = Contractual



NOTES

- Internal Shared Amenity
- Ancillary & Plant
- External Amenity
- Standard Co-living Unit
- Large Co-living Unit



P2	Planning Re-issue	Jan 2025	RP	TP
P1	Planning Issue	Nov 2024	RP	TP
REV	NOTES	DATE	BY	AUTH

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DRAWING STATUS

Planning

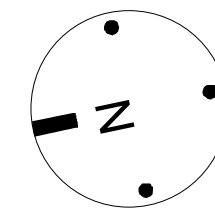
TITLE
03-Proposed
Ground Floor Plan

PROJECT
20-30 Greyfriars Road, Reading

SCALE AT A1: 1 : 100
SCALE AT A3: 1 : 200
DAA JOB NO. 23022

DRAWING
GFR-DAA-ZA-00-DR-A- 03100
REV. P2

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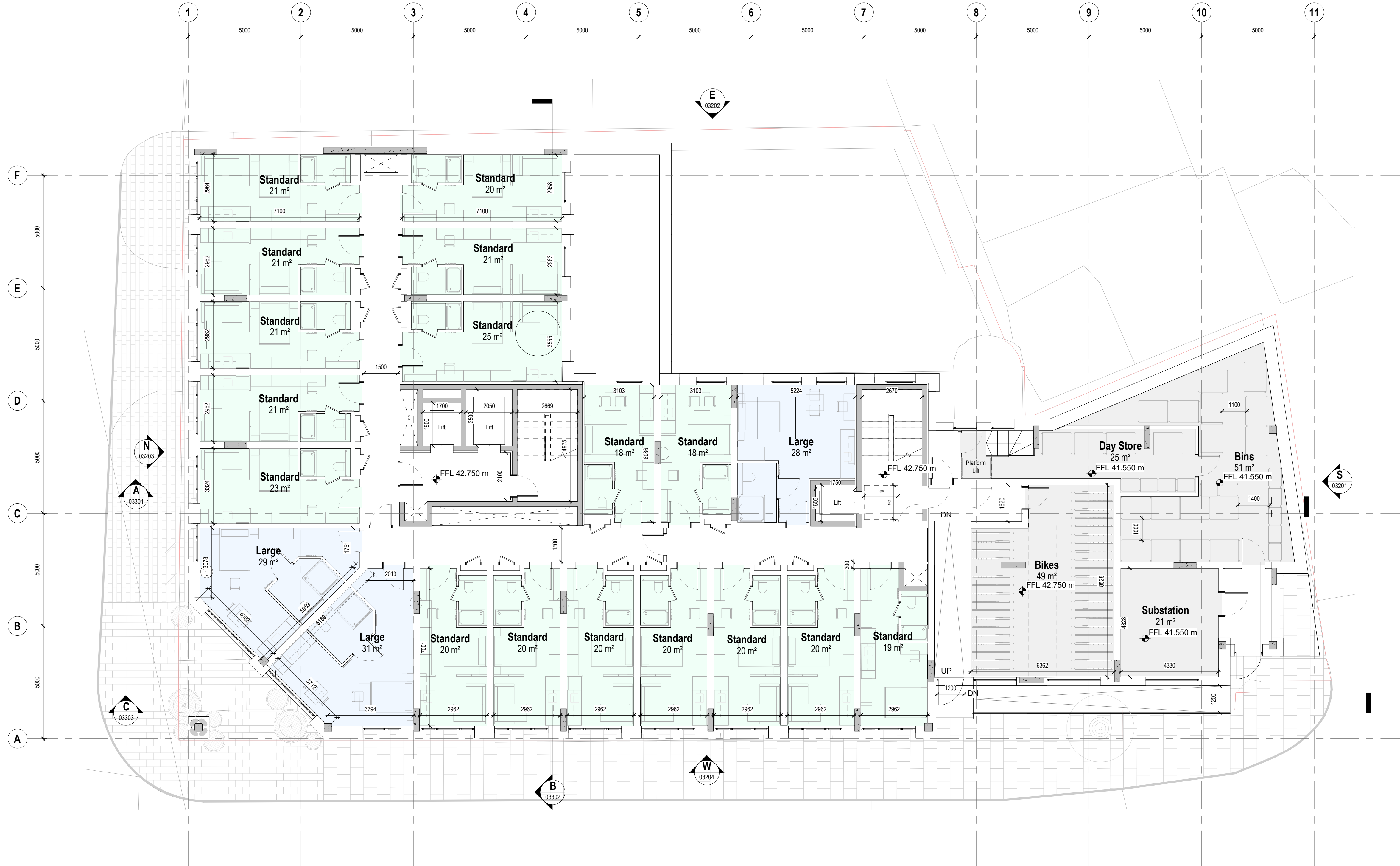
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DRAWING STATUS

Planning

TITLE
03-Proposed
First Floor Plan

PROJECT
20-30 Greyfriars Road, Reading

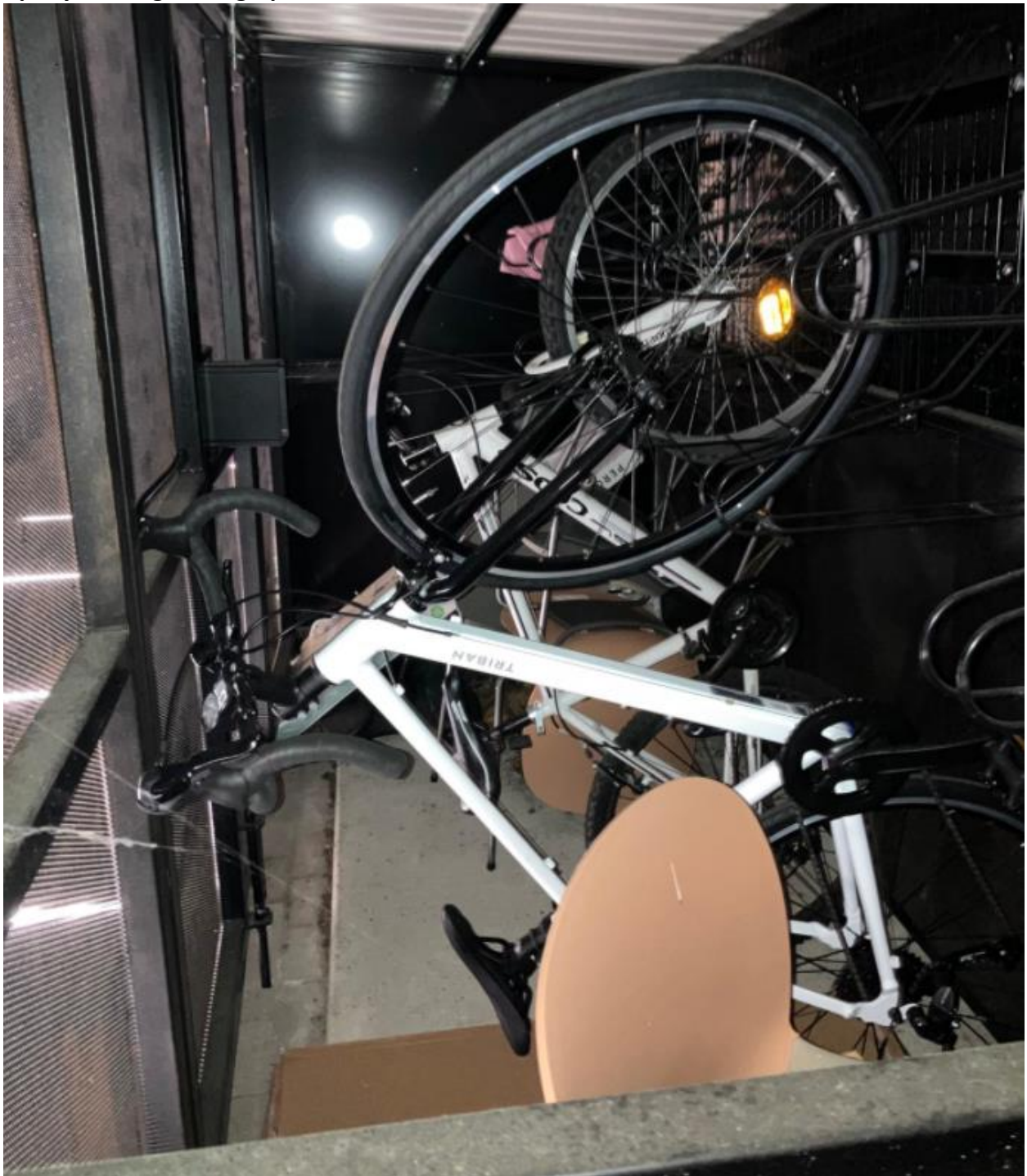
SCALE AT A1: 1 : 100
SCALE AT A3: 1 : 200
DAA JOB NO. 23022

DRAWING GFR-DAA-ZA-01-DR-A- 03101
REV. P2

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ANNEX B

Apiary – Ealing Photographs



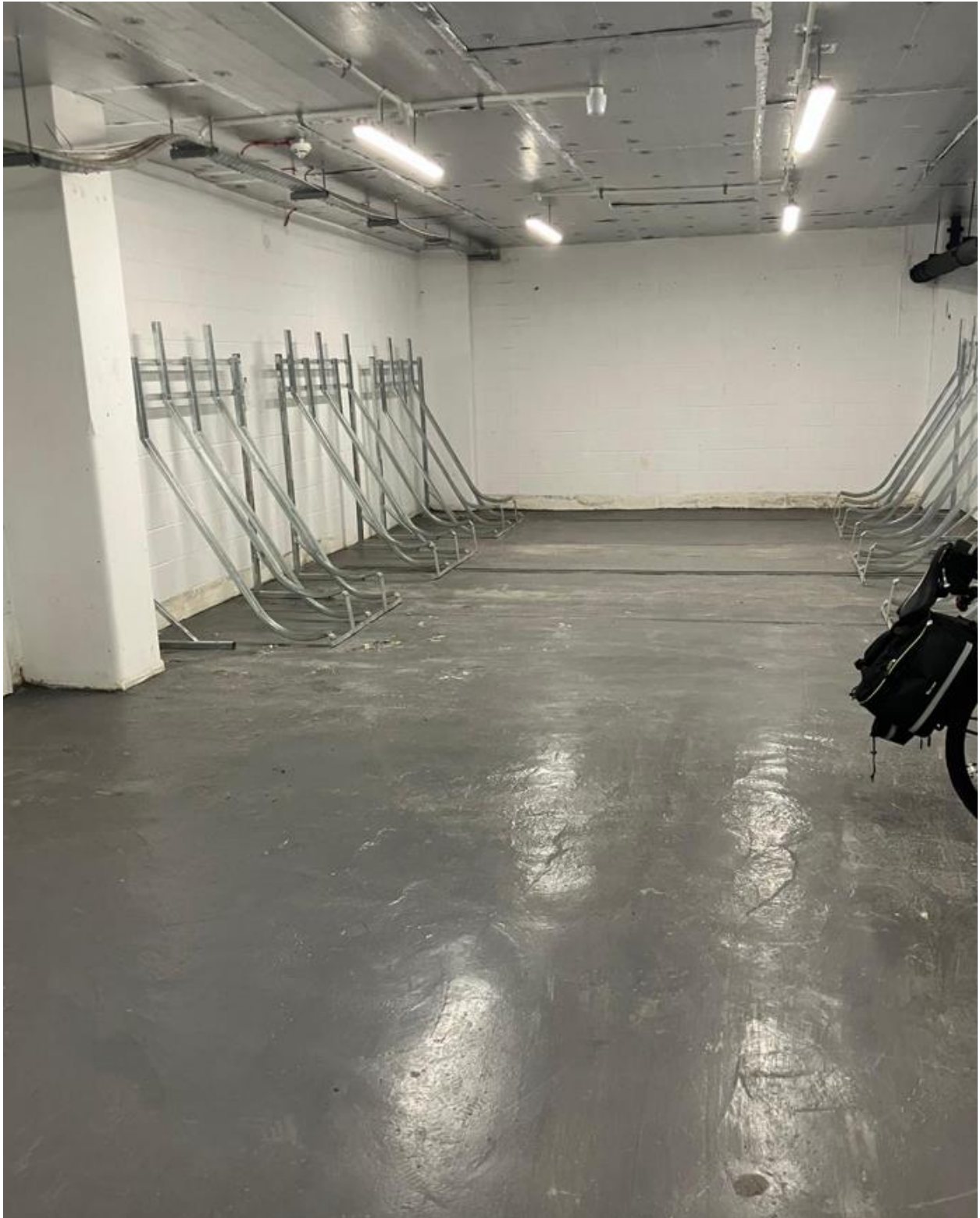


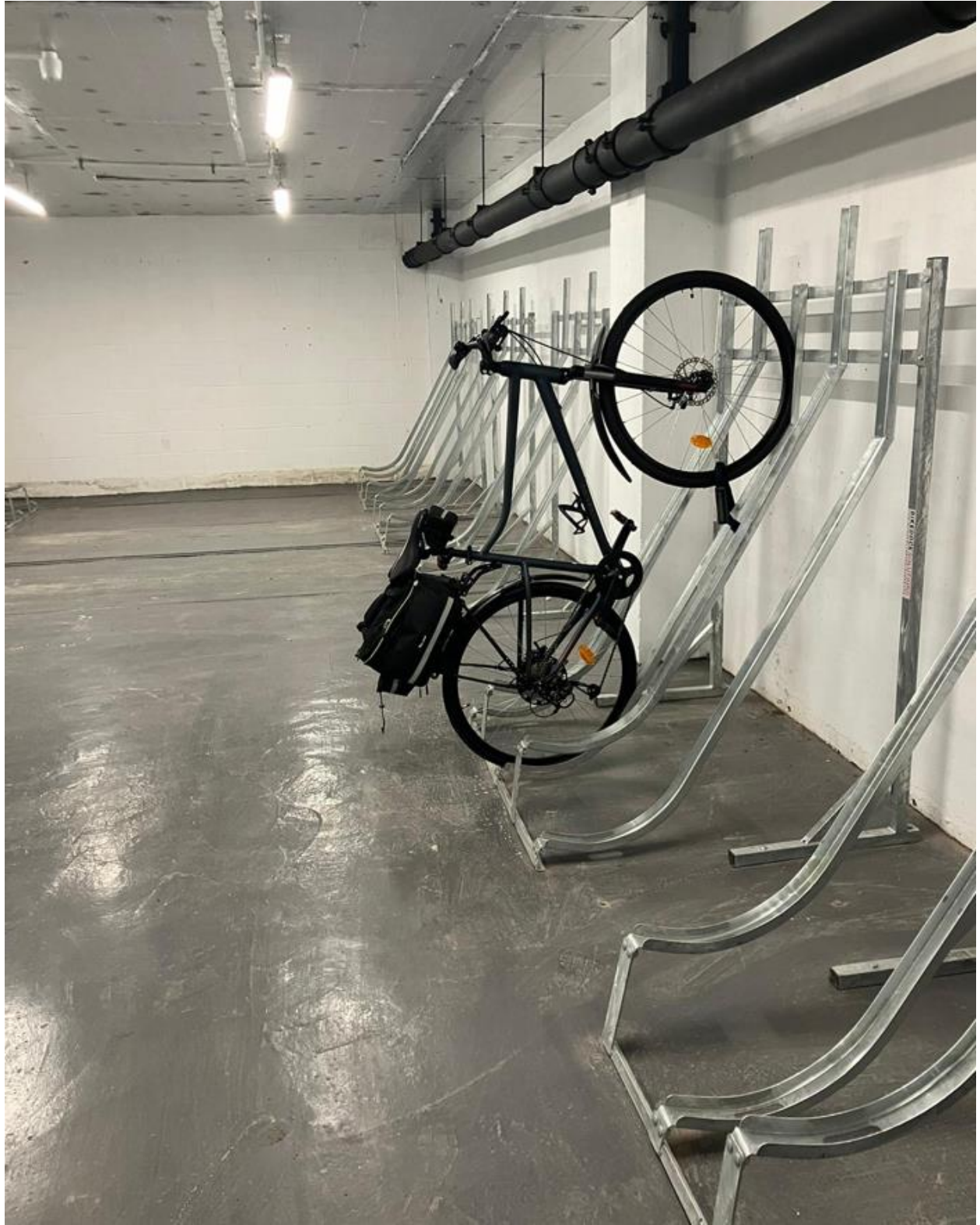
Birmingham Photographs





Dalian Photographs

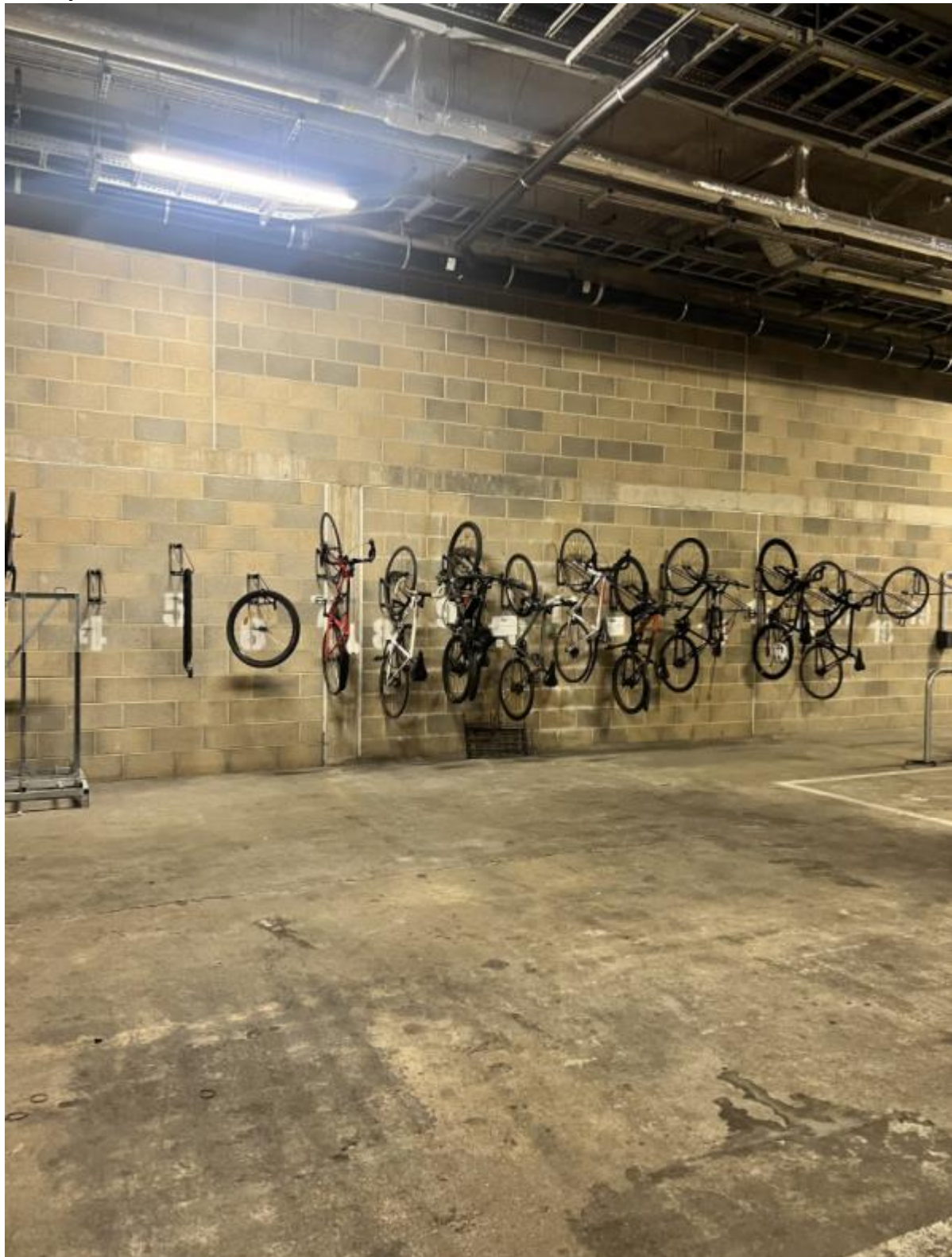




Wembley Photo

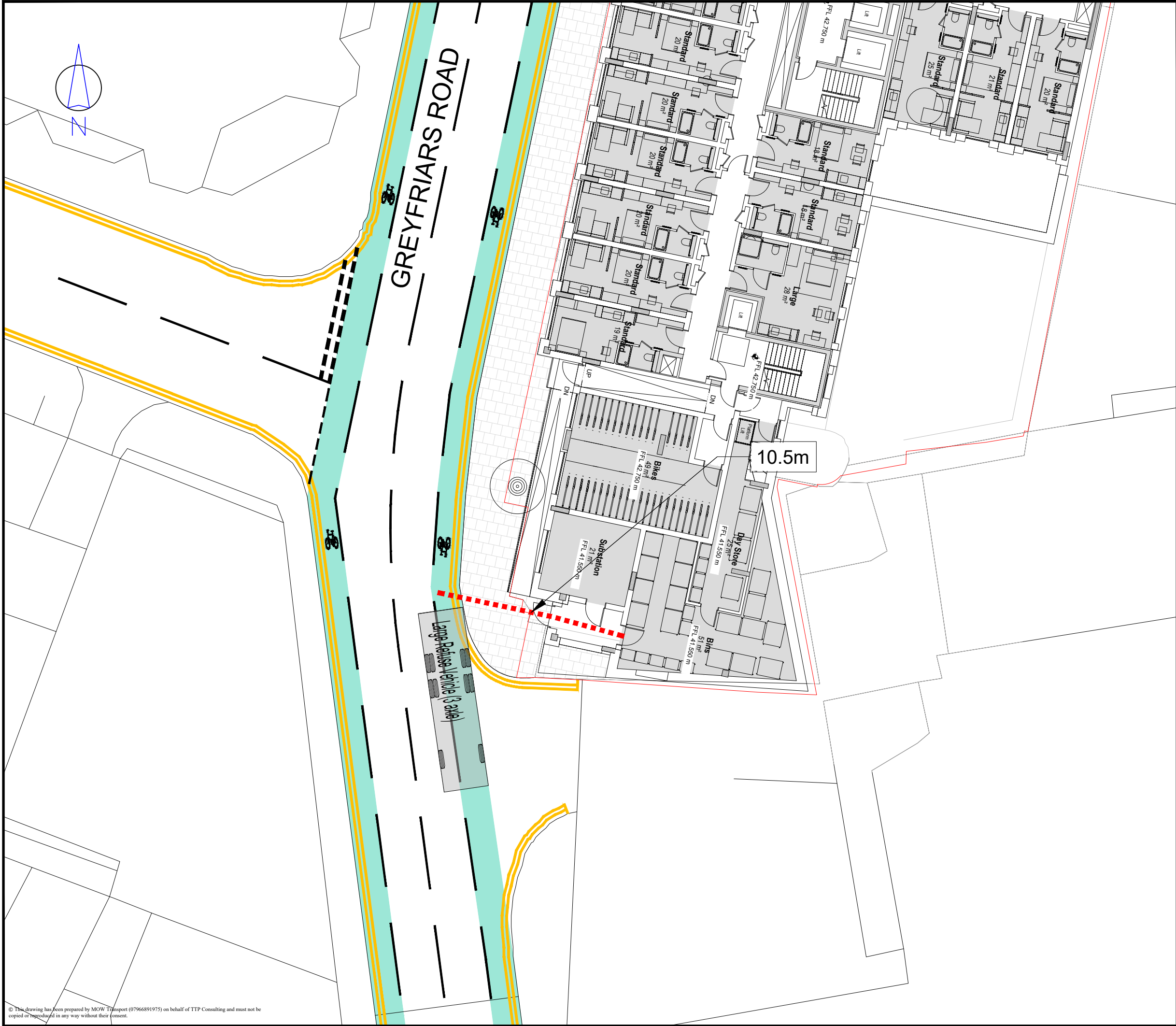


Canary Wharf Photos





ANNEX C



Rev	Details	Drawn	Checked	Date
1				

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Elder

Project

20 - 30 Greyfriars Road

Drawing Title

Proposed Layout on Station Hill

Scale

1:200 at A3

Drawn	MW	28.01.25
Checked	AM	28.01.25

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Drawing Number	Rev
2024-5052-DWG-205	1