



Reserved Matters Application

Royal Elm Park

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Reserved Matters Application

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1 Introduction

- 1.1.1 This Transport Statement forms part of the Reserved Matters Application for Phase 5 of Royal Elm Park and responds to the Conditions as set out in the outline consent of planning application 160199 (29 November 2018).
- 1.1.2 This Reserved Matters Application (RMA) is pursuant to outline planning permission 160199 seeking approval for details relating to access, appearance, landscaping, layout, and scale in respect of the development of Phase 5 incorporating 84 residential dwellings and all associated engineering works.
- 1.1.3 Further details can be found within the Planning Statement prepared by Stantec (REF:)
- 1.1.4 This report specifically addresses the following conditions:
- Condition 63 – Waste
 - Condition 59 – Vehicle Access
 - Condition 60 – Parking
 - Condition 61 - Cycle Parking
- 1.1.5 It also addresses requests for additional information made by Reading Borough Council (RBC) through pre-application meetings of 4th July and 29th July 2025 and email correspondence on 18th and 19th August 2025. This comprised:
- Request for car park management plan to be referenced to control parking on site.
 - Set out the changes from outline application assumptions to RMA.
 - Further detail of shared surfaces and access for vulnerable people
 - Clarification on event day closures of the internal access road
 - Request for further details on resident, visitor disabled and car club parking spaces

1.2 Changes since Outline Consent affecting RMA

- 1.2.1 There has been substantial change to building regulations since the time of the Outline Planning Permission (OPA) where two stair cores have now had to be introduced into the building for fire and safety reasons. Requirements for sprinkler provision to address fire safety has also been required.
- 1.2.2 The additional room required for the secondary stair cores and sprinkler tanks at ground level has reduced the floor area available for undercroft parking spaces.



2 Condition 63 – Waste

2.1 Condition 63

2.1.1 Condition 63 states:

“No dwelling/building within the detailed scheme hereby approved shall be occupied until the bin storage facilities shown on the approved plan/s have been provided and the bin storage facility shall be retained thereafter for use by occupiers of the dwelling/building at all times.

Reason: in the interests of the visual amenity of the area and to ensure that bins can be easily accessed when required in accordance with Policy CS7.”

2.1.2 In order to comply with Condition 63, Block 6 will provide:

- Two bin stores, one per residential tower of Block 6 proposals.
- Refuse stores accessed internally from residential cores and within 30m walking distance for tenants.
- Bin stores will be located on perimeter of building to reduce walk/wheeling distance between bin store and refuse vehicle.
- Vehicle access to eastern tower from internal REP access road – using turning head to three point turn to enable exit.
- Vehicle access to western tower from access to Mews Street between Block 5 & 6. A three-point turn is required to allow exit via entry route. A turning head is provided and vehicle swept paths demonstrating a RBC specification refuse vehicle undertaking the turn is shown in the **Appendix C**. This demonstrates the vehicle can enter and exit in a forward direction.
- Total provision, split equally between two stores:
 - 28 x 1100L bins (18 for recycling & 10 for general waste)
 - 6 x 240L bins (food recycling)
- Provision based on RBC fortnightly collection intervals for 84 residential units

2.1.3 The location of the bin stores and the distance to the refuse collection points is shown in Figure 2.1. Refuse vehicle access is addressed in **Chapter 3**

2.1.4 The refuse vehicle can park within 3.0m of the western tower refuse door parking parallel to the kerb, residents and visitors can pass the refuse vehicle as there is sufficient room for a car to pass the parked vehicle. Vehicle swept paths demonstrating a car passing the refuse vehicle in the loading position is shown in the **Appendix C**.

2.1.5 The refuse vehicle can park within 4.0m of the eastern tower refuse door, parking in the car park access bell mouth. There is sufficient width for residents vehicles to enter and exit the car park whilst the vehicle is loading. Vehicle swept paths demonstrating a car passing the refuse vehicle in the loading position is shown in the **Appendix C**.

2.1.6 During the loading phase which is expected to take no more than 5 minutes, the refuse vehicle will project into northbound carriageway but no more than if the vehicle was parked parallel to the kerb. There is sufficient space for all vehicles to pass the parked refuse vehicle during the loading phase including buses. Vehicle swept paths demonstrating a bus passing the refuse vehicle in the loading position is shown in the **Appendix C**.



Figure 2.1: Block 6 Waste storage locations



3 Condition 59 – Vehicle Access

3.1 Condition 59

3.1.1 Condition 59 states:

“Details of vehicle access routes for each phase shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of that phase.

Reason: in the interests of road safety in accordance with Policy CS20 and Policy DM12.”

3.2 Car Access

- 3.2.1 Access to the RMA area of the site (Blocks 1 to 6) will be from the internal access road which runs along the western perimeter of the consented scheme.
- 3.2.2 Access to the undercroft car park (47 spaces) will be via the internal access road and in line with the parameters set out in the Design Code. Direct access to a further 11 on street perpendicular parking spaces will also be from the internal link road which is 6.0m wide. The remaining 24 spaces, 21 will be located between Blocks 5 and 6, and three will be accessed from the shared surface carriageway that connects the internal access road to the mews between Blocks 5 and 6.
- 3.2.3 Access to the mews parking between Blocks 5 and 6 will be from the north only, with vehicles having to depart from the same route they used to access the mews. Cars and delivery vehicles will not be allowed to travel across the central park area. A turning head is provided at the northern end of the mews for larger vehicles as described in **Section 3.3**.
- 3.2.4 General access arrangements for cars is shown on Figure 3.1. Vehicle swept path manoeuvres are shown in **Appendix A**.



Figure 3.1: Residential and Visitor Car Access (Block6)



3.2.5 Further details on parking and parking management can be found in Chapter 4

3.3 Service Access

3.3.1 Service access to Block 6 will be via the internal access road as per the consented development illustrative masterplan and in line with the parameters set out in the Design Code. Vehicles delivering to the western tower will not be allowed to pass through Royal Elm Gardens but will undertake a three-point turn in the turning head provided to facilitate exit in a forward gear.

3.3.2 General access arrangements for service vehicles is shown on Figure 3.2. Vehicle swept path manoeuvres are shown in **Appendix B**.

Figure 3.2: Service Vehicle Access (Block 6)



3.4 Refuse Access

- 3.4.1 Refuse vehicle access to Block 6 will be via the internal access road as per the consented development. Vehicles collecting waste from the western tower will not be allowed to pass through Royal Elm Gardens and will undertake a three point turn in the turning head provided, refuse vehicles collecting waste from the eastern tower will do so from the internal link road/car park bellmouth.
- 3.4.2 General access arrangements for refuse vehicles is shown on Figure 3.3. Vehicle swept path manoeuvres using a vehicle based on RBC refuse vehicle dimensions are shown in **Appendix C**.