

Station Hill Phase 3A

Plot A/B & D Transport and Waste Statement

Revision - Final
March 2026



Station Hill Phase 3A

Transport and Waste Statement





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March 2026

Prepared for:
SH Reading Master LLP

Prepared by:
Stantec UK Ltd

Project Number:
332612174

Transport & Waste Statement
Station Hill Phase 3A (Plots A/B and D)

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Transport & Waste Statement
Station Hill Phase 3A (Plots A/B and D)

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Prepared by: SW
Signature

SENAL WIJEWEERA
Printed Name

Reviewed by: EF
Signature

ELLEN FEW
Printed Name

Approved by: CB
Signature

CHRIS BRICE
Printed Name



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Appendices

Appendix A Masterplan Layout



1 Introduction

1.1 Context

- 1.1.1 This Transport Statement (TS) has been prepared to support the Reserved Matters Application for Plots A/B and D of Phase 3A of the Station Hill development (SH3). This development falls under the outline planning application for the wider Station Hill site which was approved in July 2021 (*Planning Ref: 192032*).

1.2 Description of Proposed Development

- 1.2.1 This document is submitted on behalf of SH Reading Master LLP (hereafter referred to as the Applicant) in support;

Reserved Matters application pursuant to Outline Planning Permission ref. 192032 for the development of Plots A/B and D at Station Hill, Reading, comprising the erection of two buildings to provide residential units (Use Class C3), including affordable housing, ground floor flexible commercial units (Use Class E), resident amenity space, associated landscaping and public realm works, including Station Hill Gardens and enhancements to Station Hill Square, new pedestrian routes, cycle parking, servicing, refuse storage, plant and ancillary infrastructure, with all associated works.

- 1.2.2 The proposed development comprises two residential buildings across Plots A/B and D, delivering 600 build-to-rent homes, including 75 affordable homes, alongside new flexible ground-floor retail and café uses, resident amenities and extensive landscaped public realm. The scheme will provide new north-south pedestrian routes linking Garrard Street, Greyfriars Road, Friars Walk and Reading Station, together with a new central garden, play space and enhancements to Station Hill Square, completing this phase of the Station Hill Masterplan.
- 1.2.3 The site occupies a highly accessible location immediately south of Reading Station, within Central Reading, and forms part of the wider Station Hill regeneration area. Over the past four years, Phases 1 and 2 have been successfully delivered, providing new homes, a landmark office building, public spaces and improved pedestrian connections that have transformed the area around the station. Phase 3A represents the next stage of this comprehensive development, building on this success to complete key movement routes, public realm spaces and development plots within the approved masterplan framework.
- 1.2.4 Phase 3A is brought forward pursuant to the 2021 Outline Planning Permission, which establishes the parameters for detailed development across the site. That consent allows for up to 750 homes within Phase 3 (Plots A/B and D). The current proposals deliver 600 homes, representing a deliberate reduction from the maximum permitted in order to prioritise apartment quality, generous resident amenity, landscaped terraces and high-quality public realm. Together, the development will bring around 1,000 new residents into the heart of Reading, supporting the vitality of the town centre and reinforcing Station Hill as a thriving, mixed-use neighbourhood.
- 1.2.5 The new homes will be professionally managed as part of a build-to-rent model, consistent with earlier phases at Station Hill, and will be supported by a comprehensive range of shared amenities, active frontages and car-free living (with the exception of servicing and accessible parking). In combination with the delivery of Station Hill Gardens, improvements to surrounding streets and the completion of Station Hill Square, Phase 3A will play a critical role in realising the final vision for Station Hill as a well-connected, inclusive and high-quality place to live, work and spend time.



1.3 Report Structure

1.3.1 The subsequent sections of the report are as follows:

SECTION 2	Policy Context	Outlines the relevant planning policies.
SECTION 3	Site Location & Accessibility	The walking, cycling, public transport, vehicular accessibility to the site is described in this section, in addition to the site location.
SECTION 4	Development Proposals	Outlines the type, scale, and layout of the proposed development, including access and parking arrangements.
SECTION 5	Delivery, Servicing & Waste Strategy	Outlines the management of deliveries, servicing, and waste collection on-site.
SECTION 6	Trip generation	Calculates the number of trips the development will generate by different transport modes and times.
SECTION 7	Summary & Conclusions	Summarises the key findings and concludes whether the development is acceptable in transport terms.



2 Policy Context

2.1 Introduction

- 2.1.1 This section outlines relevant national and local policies to Station Hill Phase 3A.
- 2.1.2 The NPPF has been updated four times since the outline application was submitted, most recently in December 2024. In terms of Promoting Sustainable Transport (Section 9), the main change has been the introduction of a vision-led approach to transport planning, creating high quality attractive places accessible via sustainable transport methods.
- 2.1.3 The RBC Local Plan has remained the same since the outline planning consent and submission of the original TA.

2.2 National Policy

National Planning Policy Framework (December 2024)

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. This policy document forms a key part of the Government's approach to make the planning system less complex and more accessible to protect the environment and to promote sustainable development, which remains a core objective of the NPPF.
- 2.2.2 Paragraph 115 states that when assessing sites for development, it should be ensured that;
- *“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*
- 2.2.3 Paragraph 117 states that applications for development should;
- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - *create plans that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.*



2.2.4 Paragraph 118 states that:

- *“all developments that will generate significant amounts of movement should be required to provide a travel plan”.*

2.3 Local Policy

Reading Borough Council Local Plan (November 2019)

2.3.1 The Local Plan was adopted in November 2019 and sets out the policies and development plans for Reading up to 2036. The vision of the plan is for Reading to be a ‘smart and sustainable city by 2050’ with residents living low carbon and high-quality lifestyles. One of the objectives of the plan is:

“Ensure new development and existing areas are accessible and sustainable, in accordance with the sustainability appraisal objectives, including reducing its effects on, and adapting to, climate change”

2.3.2 The site is located in a highly accessible location to amenities and transport connections. This notion is reinforced by the plan stating that *“primary locations for new development will be those accessible by walking and cycling to a wide range of employment, services and facilities, leisure, education and health facilities, or which are accessible by walking to routes/stops of frequent public transport services that provide easy access to the aforementioned uses”.*

2.3.3 Policy TR1 ‘Achieving the Transport Strategy’ includes the following: *“Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.”*

2.3.4 Policy TR3 ‘Access, Traffic and Highway-Related Matters’ includes the following: *“In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment”.*

2.3.5 Policy TR4 ‘Cycle Routes and Facilities’ discusses how: *“Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable”.*

2.3.6 Policy TR5 ‘Car and Cycle Parking and Electric Vehicle Charging’ states that: *“Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.*

Development should make the following provision for electric vehicle charging points: All new houses with dedicated off-street parking should provide charging points and within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point”.

2.3.7 Station Hill is also identified as an area of major opportunity within Policy CR11 ‘Station / River Major Opportunity Area’:

“CR11c, STATION HILL & FRIARS WALK: This area will be developed for a mix of uses at a high density, including retail and leisure on the ground and lower floors and residential and offices on higher floors. There will be enhanced links through the site, including in a north-south direction into the Station Hill area and through to the station, and a network of streets and spaces. Frontages on key routes through the site should have active uses. The edge of the site nearest to the areas of traditional terracing west of Greyfriars Road will require careful design treatment.”



Reading Transport Strategy 2040 (June 2024)

2.3.8 Reading Transport Strategy (RTS) was adopted in June 2024 and sets out the transport policy and plans up to 2040. The RTS outlines a number of objectives that have been set out below:

- *“Provide transport options to enhance quality of life, reduce emissions and improve air quality to create a carbon neutral town.*
- *Create healthy streets to encourage active travel and lifestyles, improve connectivity to key destinations and increase personal safety.*
- *Enable sustainable growth and connect communities so that everyone can benefit from Reading’s success.*
- *Promote the use of sustainable modes of transport by providing attractive alternatives to the private car and a transport network that is fast, affordable, connected and resilient.*
- *Use technology to manage the network efficiently and allow informed travel choices, whilst enabling Reading to become a smart, connected town of the future.”*

Reading Borough Council Revised Parking Standards and Design Supplementary Parking Document (October 2011)

2.3.9 The parking standards were produced by RBC and adopted in October 2011. Core Strategy Policy CS23 consists of the following:

“CS23: Sustainable Travel and Travel Plans – major development proposals will not be granted permission unless there is a commitment towards sustainable transport facilities and travel plans.”

2.3.10 The document also states that, for office developments; *“where possible, the developer should investigate and support a car club.”* Car clubs should be encouraged to discuss the placement of car club parking on public streets within the Borough with the Council’s Transport Department.



3 Site Location and Accessibility

3.1 Overview

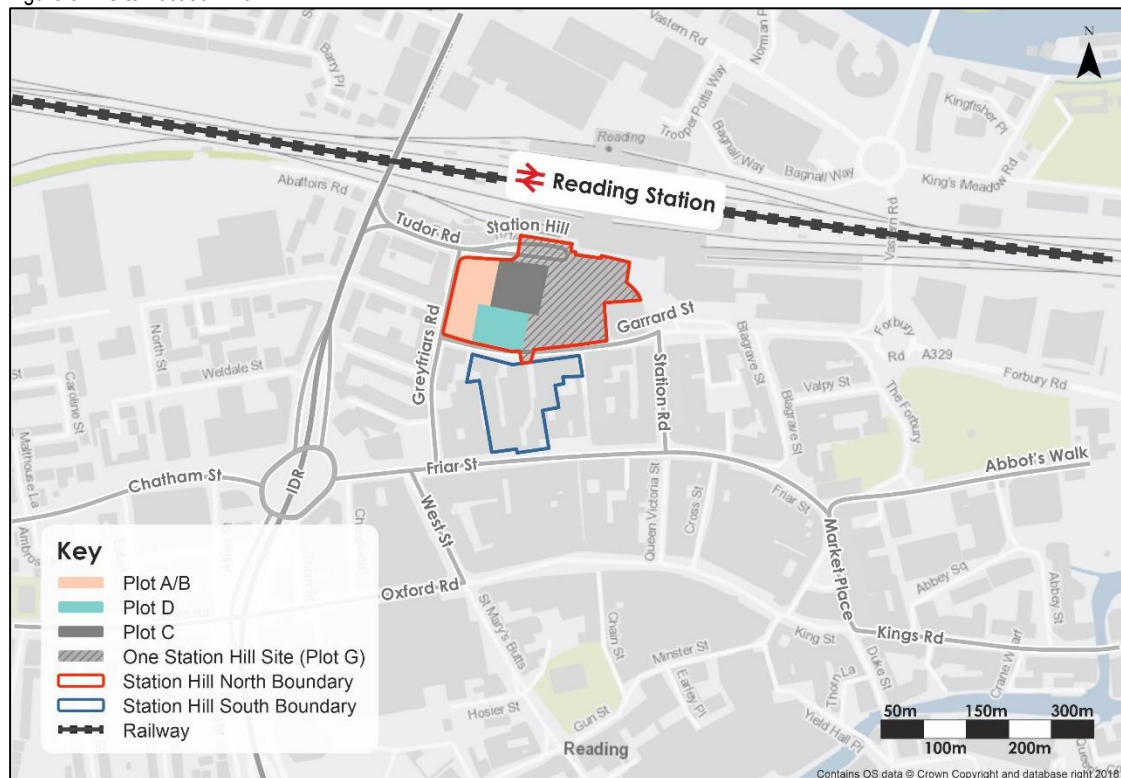
3.1.1 This section sets out the site location in relation to the existing transport conditions and facilities.

3.2 Site Location

3.2.1 The application site forms part of the wider Station Hill Masterplan and is located immediately south of Reading Station. Part of the site is currently occupied by Xafinity House and a temporary car park and hard standing. The surrounding area comprises the completed Phase 1 and Phase 2 developments at Station Hill, including residential buildings (Ebb & Flow), One Station Hill, public realm and key pedestrian connections.

3.2.2 The site is located in Reading Town Centre, with Reading Railway Station approximately 100m north-east of the site. To the south of the site is Garrard Street which travels in the east – west direction between Station Road and Greyfriars Road bisecting the southern and northern parcels of Station Hill. A site location plan is presented in **Figure 3.1**.

Figure 3.1: Site Location Plan



3.3 Accessibility

Pedestrian and Cycle Accessibility

3.3.1 The site is situated within Reading Town Centre and benefits from a high level of pedestrian accessibility. Its central location supports active travel by providing convenient walking access to a wide range of destinations, including employment centres, retail outlets, leisure facilities, and nearby green and blue spaces.

3.3.2 The surrounding highway network is served by footways and designated pedestrian crossing points, ensuring safe and inclusive pedestrian movement in the immediate vicinity. Furthermore,

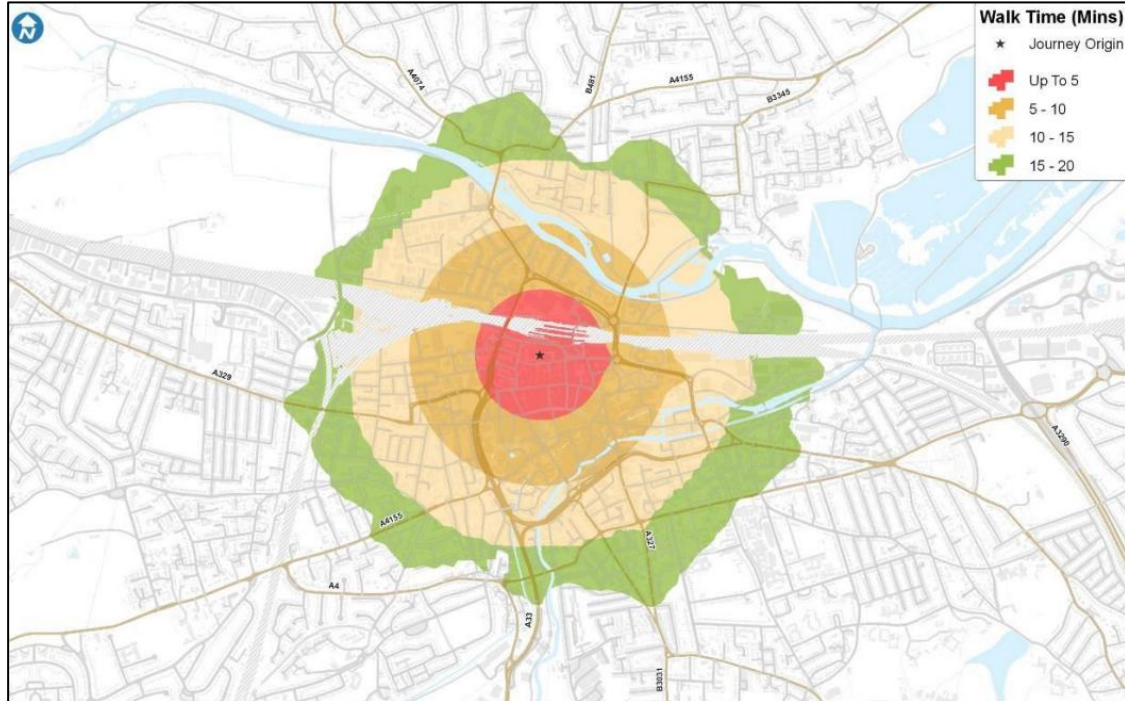
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the town centre and its surrounding areas are served by an extensive and well-connected pedestrian network.

- 3.3.3 **Figure 3.2** illustrates the areas in Reading and Caversham that can be reached within a 20-minute walk at an average walking speed.

Figure 3.2: Pedestrian Accessibility Isochrone

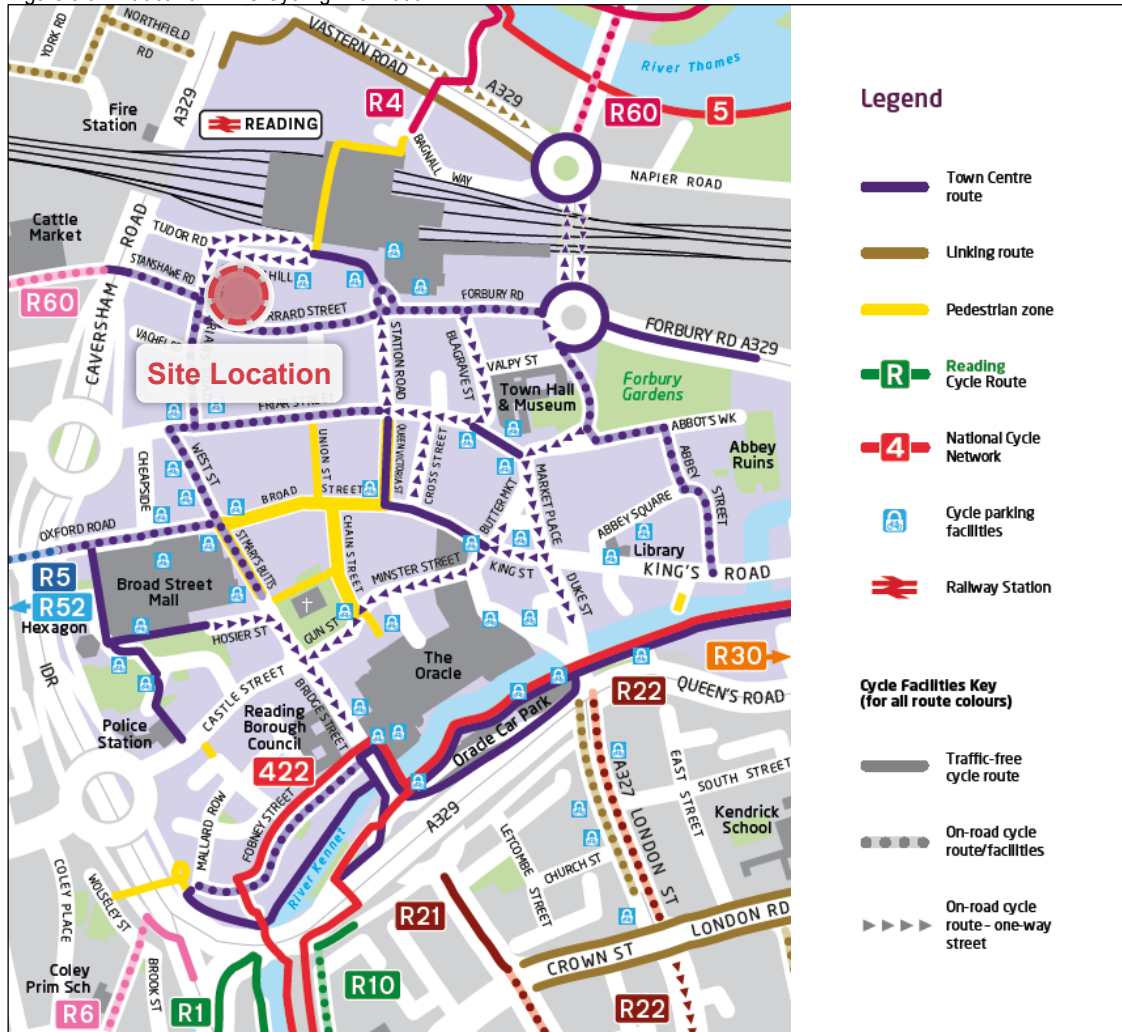


- 3.3.4 The site is well positioned in relation to the local and strategic cycle network. Several signed cycle routes are located on the surrounding roads, including Garrard Street, Greyfriars Road, Station Hill, Blagrove Street, and Friar Street, providing convenient access for cyclists.
- 3.3.5 In addition, the site benefits from proximity to National Cycle Network (NCN) Routes 4 and 5. NCN Route 4 offers an east–west connection linking Slough and Maidenhead to Theale and Thatcham via the River Kennet through Reading. NCN Route 5 provides a north–south corridor connecting Oxford, Didcot, and Wallingford to Reading.
- 3.3.6 The cycle infrastructure of the surrounding area is presented in **Figure 3.3**. Note that the connection under Reading Station now allows cyclists so is no longer a ‘Pedestrian Zone’ as indicated on the Reading Borough Council (RBC) plan.

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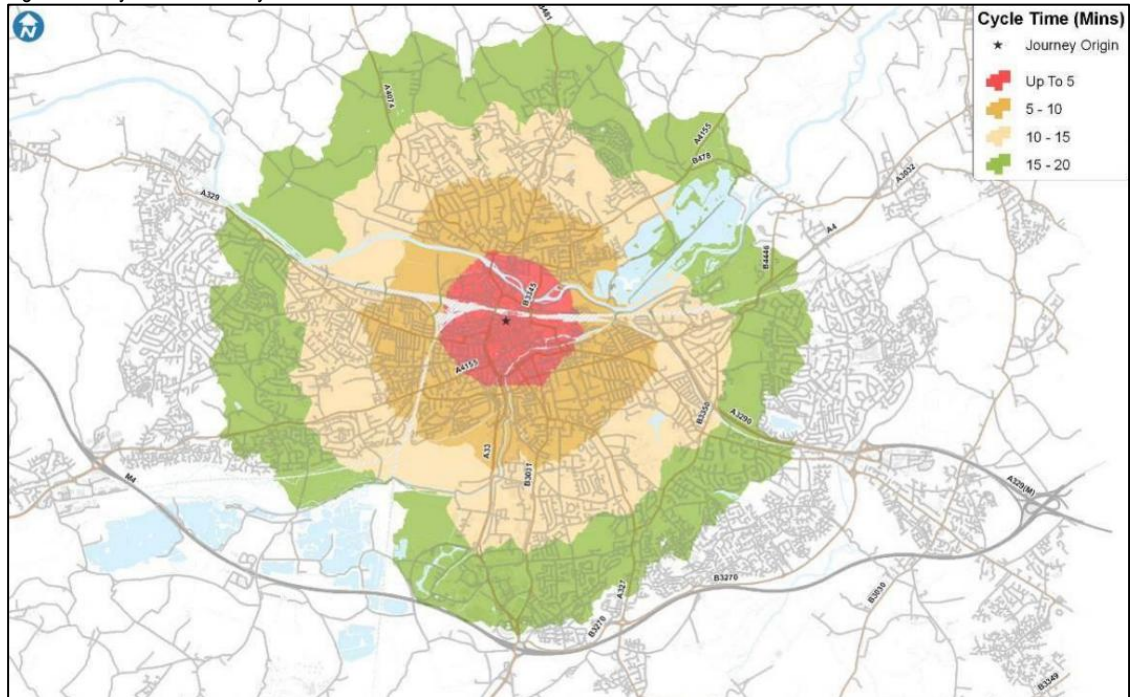
Figure 3.3: Extract from RBC Cycling Information



Source: RBC, Cycling Webpage: <https://www.reading.gov.uk/vehicles-roads-and-transport/cycling/> (Accessed: January 2026)

- 3.3.7 As part of Phase 2 highway improvements, new cycle lanes have recently been installed along Greyfriars Road enhancing the surrounding accessibility between Station Hill and Friar Street (installed Jan/Feb '26).
- 3.3.8 **Figure 3.4** consists of an isochrone map showing the locations within the Reading borough that are within a 20-minute cycle from the site. This has assumed an average cycle speed of 16 kph.

Figure 3.4: Cycle Accessibility Isochrone



- 3.3.9 The site also has access to a number of local Reading Cycle Routes. Route 10 follows the River Kennet and serves destinations in South Reading, while Route 4, accessible north of Reading Railway Station, provides connections to Caversham and Emmer Green.

Bus Accessibility

- 3.3.10 The development is located within the town centre and is ideally located with regards to available bus services. The development will provide access to the local bus stops from Garrard Street, Friars Walk and Friar Street, in accordance with the principles of the approved scheme. **Figure 3.5** shows the location of nearby bus stops within the town centre.
- 3.3.11 The bus stops near Station Hill in Reading provide extensive connectivity to a wide range of destinations across the town and surrounding areas. From these stops, you can access routes such as the Jet Black 1 to Newbury, Lime 2/2a to Mortimer via Burghfield Common, and Leopard 3 to Wokingham via Shinfield and Arborfield. Other key routes include the Lion 4/4a to Bracknell, Emerald 5/6/6a to Whitley and Whitley Wood, and Buzz 9/9a/9b to Green Park. Services such as Purple 17 and Orange 13/14 connect areas such as Tilehurst, Woodley, and Bulmershe, while Claret 21 links to Lower Earley via the University of Reading.

Figure 3.5: Bus Stop Location Map



Rail Accessibility

- 3.3.12 The site is located in the direct vicinity of Reading Railway Station which is a national transport hub. Access to the station will be provided from Garrard Street in accordance with the principles of the approved scheme.
- 3.3.13 The station provides connections to regional and national locations served by the following companies:

Operator	Destinations
Great Western Railway	London Paddington, Slough, Newbury, Swansea, Worcester, Redhill, Didcot, Oxford, Plymouth, Cheltenham Spa, Penzance, Basingstoke, Cardiff Central, Bristol Temple Meads, Gatwick Airport.
CrossCountry	Bournemouth, Southampton, Guildford, Banbury, Coventry, Birmingham, the North of England including Manchester Piccadilly, and Scotland.

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South Western Railway	London Waterloo, Wokingham, Staines, Richmond, Clapham Junction, Basingstoke, Winchester, Southampton, Portsmouth and Brighton.
Elizabeth Line	M Maidenhead, Slough, Hayes and Harlington, Ealing Broadway, Paddington, Tottenham Court Road, Liverpool Street, Stratford, Shenfield, Canary Warf, and Abbey Wood.

Vehicle Access

- 3.3.14 The site is proposed to be accessible to general traffic from two points of access, one from Garrard Street and one from Greyfriars Road. Both accesses will facilitate entry and egress to and from the blue badge spaces situated within an undercroft of the development.
- 3.3.15 The site is well located in relation to the strategic road network. Reading's Inner Distribution Road (IDR) which is accessed via Friar Street, Greyfriars Road and Tudor Road, with further radial routes to and from Reading town centre easily accessed from the IDR.
- 3.3.16 The principal vehicle routes to the site are via the IDR which mainly consists of a dual, two-lane orbital route which provides the following connections into Reading Town Centre:
- North: Via Reading and Caversham Bridges;
 - East: Via the A329 Kings Road and the A4 London Road, leading to the A329;
 - South: Via the A33, leading to Junction 11 of the M4; and
 - West: Via the A4, the junctions with A4155 Castle Hill and the A329 Chatham Street.

Taxis

- 3.3.17 The site is well-served by several nearby taxi ranks, with the most prominent located at the Northern, South-West, and South-East Interchanges of Reading Station. In addition to these key locations, further taxi ranks can be found along Friar Street to the south of the site, as well as on Gun Street, St Mary's Butts, Bridge Street, and Oxford Road.



4 Development Proposals

4.1 Introduction

- 4.1.1 This section outlines the highways matters of the development proposals which are in line with the principles agreed as part of the Outline Application.

4.2 Proposed Development

- 4.2.1 The description of development is as follows:

Reserved Matters application pursuant to Outline Planning Permission ref. 192032 for the development of Plots A/B and D at Station Hill, Reading, comprising the erection of two buildings to provide residential units (Use Class C3), including affordable housing, ground floor flexible commercial units (Use Class E), resident amenity space, associated landscaping and public realm works, including Station Hill Gardens and enhancements to Station Hill Square, new pedestrian routes, cycle parking, servicing, refuse storage, plant and ancillary infrastructure, with all associated works.

- 4.2.2 The quantum of development for each Plots A/B and D is presented in **Table 4.1**.

Table 4.1: Residential Development Schedule

Bedroom Mix	Plot		Total
	A/B	D	
1 – 2 Bedrooms	402	176	580
3+ Bedrooms	15	7	22
Total	417	183	600

- 4.2.3 The Station Hill Phase 3A development comprises residential and commercial uses across Plots A/B and D. The residential element will deliver up to 600 dwellings. Ground floor commercial floorspace is proposed predominantly for flexible food and beverage (F&B) uses within each plot. The development is designed to integrate with the wider Station Hill masterplan and to operate without reliance on private car parking, aside from a limited number of disabled parking and servicing facilities. The masterplan is provided in **Appendix A**.

- 4.2.4 The quantum for the commercial/ F&B units are presented below in **Table 4.2**.

Table 4.2: Commercial/ F&B Development Schedule

Commercial/ F&B Space (sqm)		Total (sqm)
A/B	D	
459	543	1002

- 4.2.5 As part of the consented 2021 application (192032) the supporting Transport Assessment included an assessment of a range of illustrative options for the Phase 3 development proposals. These assessed options are included below, noting that the quantum's include for Plot C which does not form a part of this Application:



Table 4.3: Illustrative Phase 3 Options Assessed within Consented Transport Assessment

Land Use	GIA (sqm) / Number of Units		
	Option 1	Option 2	Option 3
Office	42,000	39,000	46,000
Residential	539	647	250
Flexible Retail and Leisure	2,500	2,500	2,500
Hotel	0	0	450 rooms

- 4.2.6 **Table 4.3** provides details of the three options assessed for Phase 3 in the original Transport Assessment prepared. In each option, the office space provision was located in Plot C, which now forms part of a later Phase 3B. Phase 3A, which is currently being applied for, comprises only 600 residential units and 1,002 sqm. of commercial/ F&B space which is lower than the quantum of residential and commercial development assessed in Option 2 of the original TA.

4.3 Cycle Parking

Residential Cycle Parking

- 4.3.1 The cycle parking is proposed in line with RBC minimum Parking Standards, **Table 4.4** sets out the minimum number of cycle parking spaces to be provided by the development, based on the land use quantum provided above in **Table 4.1**.

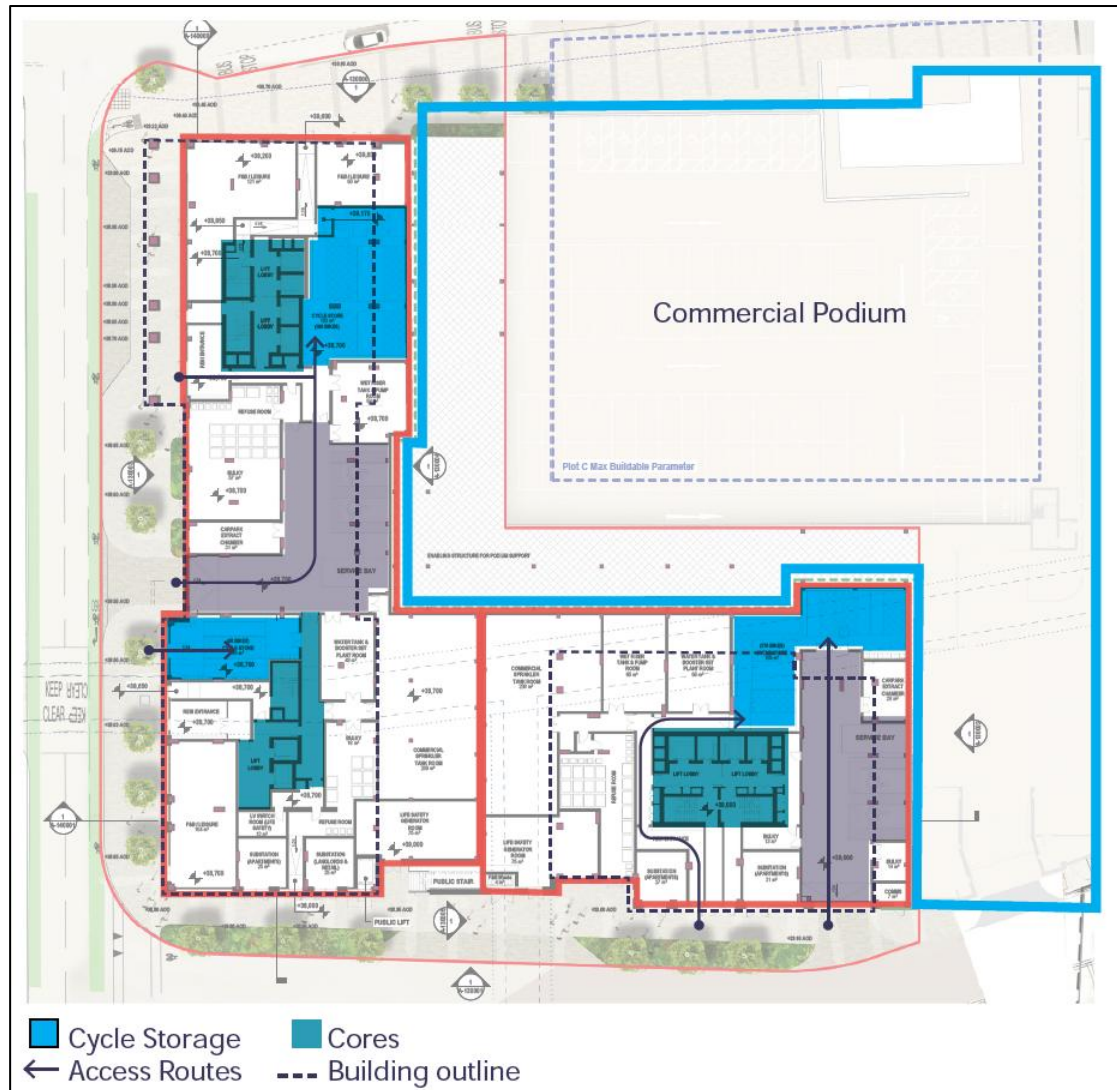
Table 4.4: RBC Residential Cycle Parking Standards Requirements

Bedroom Mix	RBC Standard (Space/Unit)	Plot		Total
		A/B	D	
1 – 2 Bedrooms	0.5	206	85	291
3+ Bedrooms	1	22	9	31
Total		228	94	322

- 4.3.2 Residential cycle parking provision is proposed in accordance with RBC Cycle Parking Standards. For the 600-unit scheme, a minimum provision of 322 residential cycle spaces is required across Plots A/B and D which is proposed within two-tier racks in secure internal cycle stores, accessible only to residents, accessed from Greyfriars Road and Garrard Street as shown on **Figure 4.1**. Each store will have bicycle maintenance equipment and lockers. Some of the lockers will be heated to enable drying of clothing.
- 4.3.3 Pool bikes will also be available, with the availability managed by the building management team.
- 4.3.4 Residential visitor cycle parking is provided within the public realm along Station Hill and Greyfriars Road. In the absence of RBC-specific guidance, provision has been reviewed against London Plan standards (1 space per 40 units requiring 15 spaces), Phase 3A proposes 24 additional visitor cycle stands distributed along Greyfriars Road and Station Hill, able to accommodate 48 bicycles (note in addition 3 stands are also re-positioned and 13 retained on Station Hill as part of the proposal). The cycle storage facilities are shown below in **Figure 4.1**.



Figure 4.1: Cycle Storage Plan



Commercial Cycle Parking

- 4.3.5 Commercial cycle parking requirements have been informed by RBC Parking Standards, based on the scale of F&B floorspace and estimated staff numbers. The RBC Cycle Parking Standards are as follows:
- A3 Restaurants and Cafe Use – 1 space per 6 staff and 1 space per 300sqm.
- 4.3.6 In the absence of established employee numbers, the RIC Employee Density Guide for A3 Restaurants of 1 employee per 15sqm has been applied. The commercial cycle parking requirements are presented in **Table 4.5**.

Table 4.5: Commercial Cycle Parking Requirements

Block	F&B Floorspace (sqm)	Commercial Cycle Parking Requirements	
		Staff Spaces	Visitor Spaces
A	210	2	1
B	249	3	1
D	543	6	2
Total	1002	11	4

- 4.3.7 Across Plots A/B and D, a total of 11 staff cycle spaces and 4 visitor cycle spaces are required. As set out within **Paragraph 3.3.3**, the site proposes a good level of external cycle parking provision within the public realm, which is considered sufficient to accommodate for cycle storage for the commercial uses.

4.4 Car Parking

- 4.4.1 Given the highly accessible town centre location of the Station Hill development, it is proposed that residential parking provision for Plots A/B and D be limited exclusively to accessible (Blue Badge) parking spaces. This approach aligns with the objective of promoting sustainable travel within a highly accessible location.
- 4.4.2 It was agreed within the outline planning application for Phase 3 that residential parking would be provided on a basis of 0.3 parking space per residential unit. The proposal, for essentially a 'car free scheme' is therefore a positive step in supporting sustainable travel when compared to the consented outline proposition as it will lead to a reduction in residents vehicle trips and travel by sustainable means. The accessible location of the site in terms of public transport and access to local amenities in close proximity means a car-free scheme is suitable here.
- 4.4.3 RBC parking standards define accessible parking as a proportion of the total parking provision. The proposed residential scheme is intended to be car-free other than the accessible parking spaces. Phase 1 of Station Hill (Ebb & Flow) includes 598 units and 157 parking spaces, 8 of which are Blue Badge Spaces. Phase 1 was first occupied in 2023, and since opening, no residents have requested Blue Badge Spaces even as the buildings approach full occupancy.
- 4.4.4 Rather than provide zero blue badge spaces within the development, Phase 3A will provide 4 spaces with 2 dedicated spaces for Plot A/B and 2 spaces for Plot D. This is considered sufficient to meet the future needs of the development given that the adjacent Phase 1 (Ebb & Flow) has experienced no demand for Blue Badge Spaces.
- 4.4.5 No dedicated visitor car parking is proposed within the development. Visitors will be required to utilise existing public car parking located throughout the town centre.
- 4.4.6 RBC Parking Standards require 2 car club spaces to be provided, the current proposal is for the Applicant to contribute towards the funding of two on-street car club spaces in close proximity to the site. The outline planning application for Phase 3 proposed for these to be provided within the development. Experience from the running of a car club facility within Ebb & Flow found that the demand was low for an internal site only facility, which led to the scheme becoming unviable. Proposing external car club facilities which can be used by the development as well as other members of the public is therefore believed to be a more viable and attractive facility to operators.
- 4.4.7 All designated parking spaces will be served with electric vehicle charging points, ensuring full compliance with emerging sustainability standards and supporting the transition to low-emission transport in accordance with TR1 and TR5 of the Reading Local Plan.
- 4.4.8 The car parking spaces will be managed by the Buildings Operations Team.



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- 4.4.9 The previously demolished Garrard Street Multi Storey Car Park provided a small provision of car parking for town centre occupiers. The Transport Assessment provided in support of the outline planning permission stated that spaces for town centre occupiers would not be available during demolition and construction of Phase 2. However, dependant on the final level of car parking delivered within Phase 3 there could potentially be re-provision of a number of spaces within Phase 3. Given that Phase 3A can only include Blue Badge parking for residents, there is no capacity to include parking for town centre occupiers. Parking provision for town centre occupiers will continue be considered depending on the final level of car parking delivered within Phase 3B.
- 4.4.10 **Drawing 332612174-STN-HGN-XX-DR-TR-5518-P05** shows access and vehicle swept path analysis.

4.5 Highway Proposals

- 4.5.1 This section describes the proposed highway works associated with the development. The proposals include improvements to footway and cycleway provision, new crossing facilities, on-street cycle parking, and associated landscaping. Vehicular access, car parking, servicing, and loading arrangements have been designed and assessed using swept path analysis to ensure they can accommodate cars, light goods vehicles, and service vehicles safely. These highway improvements align with those agreed as part of the Phase 3 works for the outline application.
- 4.5.2 Overall, the proposed highway works support sustainable travel, improve pedestrian safety, and allow the development to integrate with the surrounding urban area. The highway proposals are shown on **Drawing 332612174-STN-HGN-XX-DR-TR-5517-P05**, with an extract included in **Figure 4.2** below.

Figure 4.2: Station Hill Highway Proposals Plan



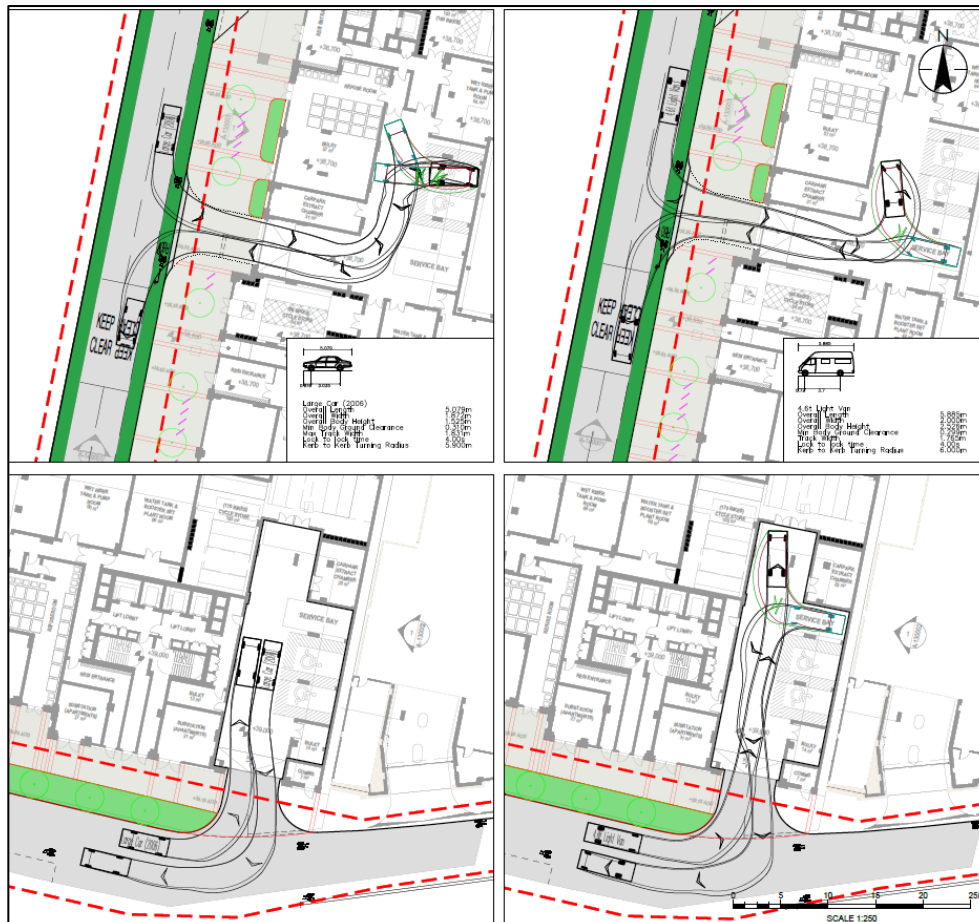
Vehicular Accesses with Visibility Splays

- 4.5.3 Two new vehicular access points are proposed to serve the development. Each access is designed to allow two cars to pass at the access/egress point with a minimum of 4.8m width. Sufficient junction visibility splays of 2.4m x 25m are achievable at the access points to ensure safe vehicle entry and exit of the carriageway for a 20mph speed limit road. The access point along Greyfriars Road also ensures visibility of 2.4m x 17m is achievable for cyclists along the shared footway/cycleway.
- 4.5.4 This arrangement is a change from the outline application. The original consented scheme had an inbound only access to Greyfriars Road which was to serve the car parking for the whole of Phase 3 including Plot C. As discussed above, Phase 3A is now car free (with the exception of the disabled bays), with these vehicular access' appropriately designed to provide access to the undercroft disabled parking areas.

Undercroft Car Parking

- 4.5.5 **Drawing 332612174-STN-HGN-XX-DR-TR-5518-P05** illustrates the vehicle swept path analysis for the two undercroft car parks. Both are accessed from the adjacent highway and are designed to accommodate cars and light vans, with both areas having two disabled parking bays and one servicing bay. The layouts provide adequate aisle widths and turning space. Primarily deliveries for the development are provided on-street from designated loading bays as described in paragraph 4.5.9 and Section 5. These internal servicing bays are for resident move in and move out and the maintenance/servicing of the development. The service bays will be managed by the management team on a booking basis. Service and light goods vehicle tracking confirms that movements can be carried out using the designated service bays, with vehicles able to turn and exit safely. **Figure 4.3** below shows an extract from the vehicle tracking drawing.

Figure 4.3: Car Park Vehicle Tracking



Footway / Cycleway – Station Hill and Greyfriars Road

- 4.5.6 Phase 2 of the development has provided a 1.5m advisory cycle lane northbound and southbound on Greyfriars Road. The eastern footway along Greyfriars Road has been improved and is proposed to be a shared footway/cycleway with a minimum width of 4.0m along Station Hill and Greyfriars Road. This provides a safer and clearer space for pedestrians and cyclists and improves connectivity around the development.

On-Street Cycle Parking

- 4.5.7 On-street cycle parking is proposed along the site frontage, located adjacent to the shared footway/cycleway to provide convenient and accessible provision for short-stay users. The cycle stands are positioned to maintain minimum clear widths for pedestrian and cyclist movement and avoid conflict with servicing or access points. A total of 24 new Sheffield stands have been provided, which equates to 48 cycle parking spaces.

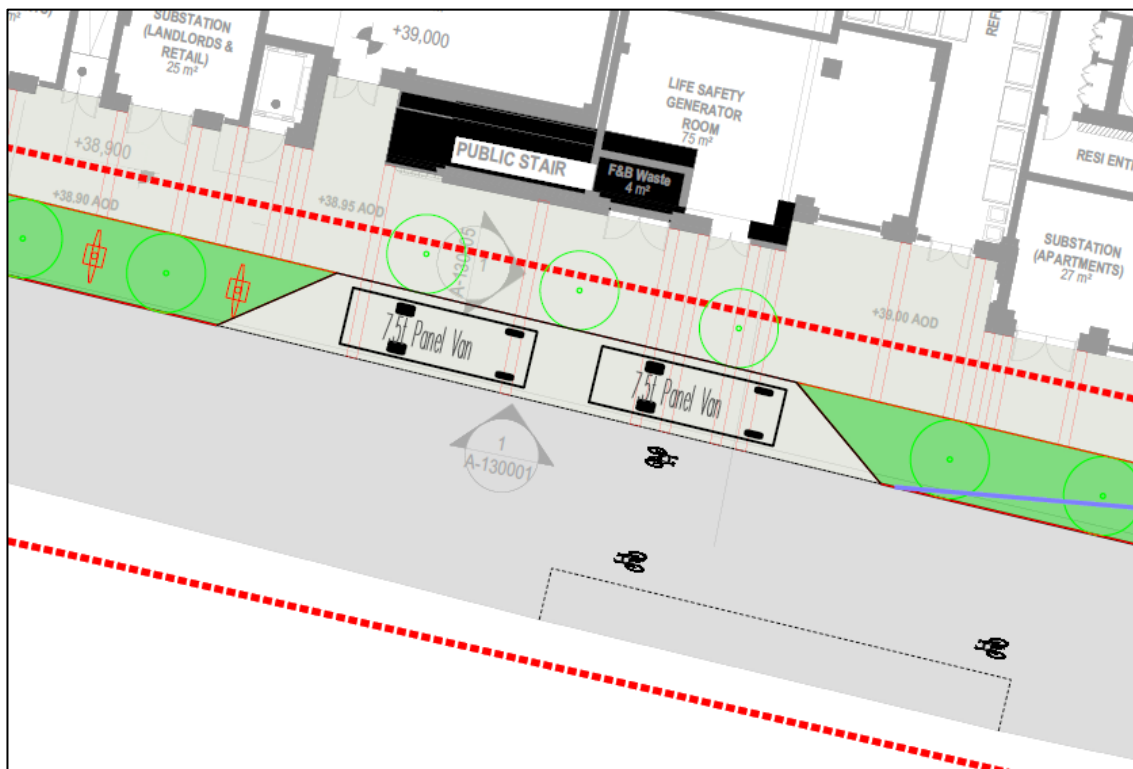
Trees and Landscaping

- 4.5.8 A significant number of Trees are provided across the scheme as well as new planting beds to enhance the public realm and provide visual separation between the highway and pedestrian areas. The trees are positioned to minimise obstruction of visibility splays, access points, utilities and highway infrastructure.

On- Street Loading Bays

- 4.5.9 Two loading bays have been provided at 26m in length to accommodate one large service vehicle to enter the loading bays in forward gear. One inset loading bay is proposed along Greyfriars Road to serve Plot A, when not in use for servicing the bay functions as part of the footway/cycleway, maintaining continuity for pedestrians and cyclists. A second loading bay is proposed on Garrard Street to accommodate servicing requirements at Plot B and D. The loading bays can also accommodate two smaller delivery vehicles (7.5t panel vans) simultaneously, see **Figure 4.4** below.

Figure 4.4: Garrard Street Loading Bay Accommodating two 7.5t Panel Vans



Wind Baffles

- 4.5.10 Wind baffles are proposed within the landscaping section adjacent to Plot B to mitigate wind effects and improve pedestrian comfort along this length.

Pedestrian Crossing

- 4.5.11 A new 3.0m wide raised pedestrian crossing is proposed across Garrard Street at the junction with Greyfriars Road to improve pedestrian connectivity and safety. The crossing is located to align with desire lines along Greyfriars Road.

Kerb Radii – Greyfriars Road / Station Hill

- 4.5.12 The kerb radius at the junction of Greyfriars Road and Station Hill is proposed to be narrowed to reduce vehicle turning speeds, improve pedestrian safety, and shorten crossing distances. The revised geometry prioritises pedestrian movement while maintaining adequate swept paths for service vehicles.

4.6 Existing Temporary Car Park

- 4.6.1 The development proposal for Phase 3A requires the alteration of the vehicular access and reduces the number of car parking spaces currently provided on the temporary car park that currently serves One Station Hill (Ref. 240622/FUL).
- 4.6.2 A separate application will be made to provide alterations to this temporary parking facility.

4.7 Travel Planning

- 4.7.1 A Travel Plan for Station Hill Phase 3A has been prepared alongside this report which outlines targets and objectives, a sustainable transport strategy and measures and an action plan for how the objectives will be achieved. The targets for the Travel Plan have been taken into consideration when preparing this report.



5 Delivery, Servicing and Waste Strategy

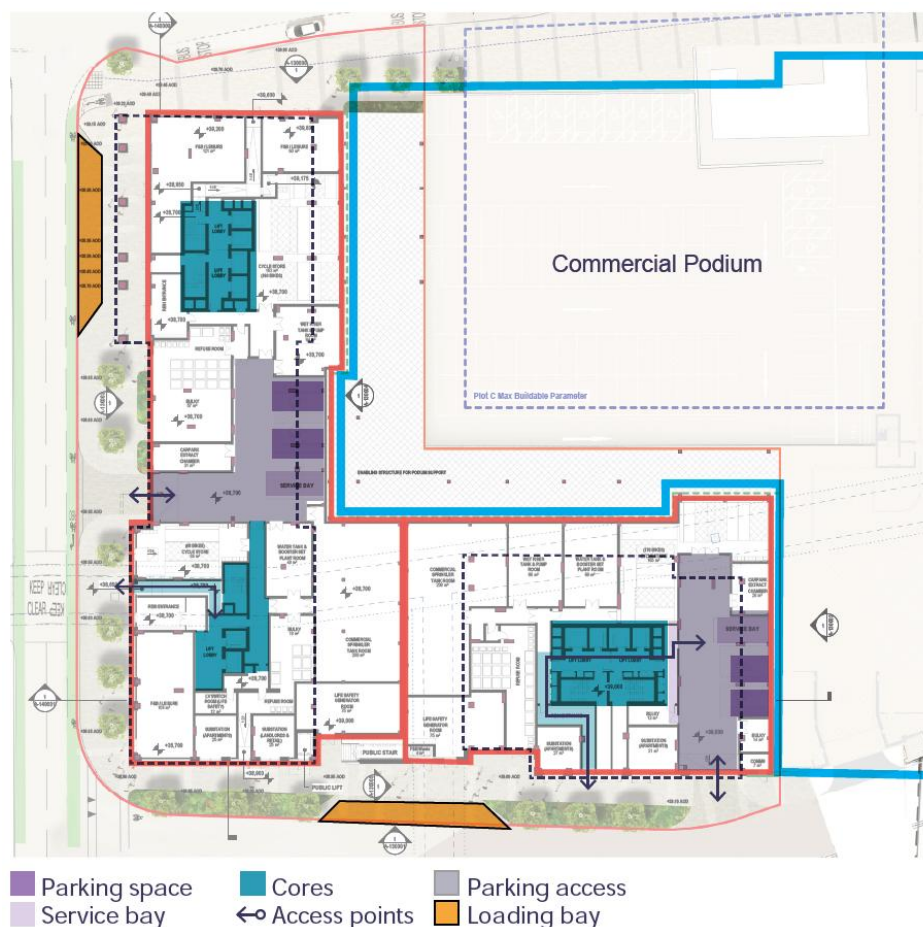
5.1 Introduction

5.1.1 This sections summaries the proposed Delivery, Servicing and Waste strategy for Phase 3A.

5.2 Delivery and Servicing Strategy

5.2.1 It is proposed that two off-street loading facilities will be provided; one located on Greyfriars Road adjacent to Block A and one located on Garrard Street adjacent to Block B/D. This aligns with the strategy agreed for Phase 3 as part of the outline consent with a bay on Greyfriars Road and a bay on Garrard Street. These facilities will serve the adjacent Plots A/B and D and provide a location for servicing, deliveries and refuse collection. The location of the proposed delivery and servicing bays are provided in **Figure 5.1**.

Figure 5.1: Delivery and Servicing Plan



5.2.2 The servicing strategy has been designed to clearly differentiate between day-to-day deliveries and larger operational activities to minimise the impact on the surrounding highway network. Refuse collection is undertaken directly from the on-street bays, with refuse stores positioned to provide safe, efficient, and unobstructed access for collection, thereby reducing dwell times on the carriageway.

5.2.3 Routine deliveries, including parcels, small goods, and service-related items, are also managed from the on-street bays. Couriers can meet and greet residents at street levels and access the podium level via the Garrard Street steps, enabling direct access to the residential lobbies without the need for delivery vehicles to enter the podium itself, thus reducing unnecessary vehicle movements in and out of the development.

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5.2.4 Operational requirements, such as bulk deliveries, maintenance and repair and resident move-in or move-out activities, are accommodated within 2 dedicated undercroft service bays allocated within Plots A/B and D. These spaces allow loading and unloading activities to take place entirely off-street, away from pedestrian routes and active frontages, thereby enhancing safety and reducing conflicts between vehicles and vulnerable users. These bays are to be managed on a booking basis by the site management team.

5.2.5 The external on-street loading bays have been sized to be able to accommodate for a larger HGV such as a refuse vehicle or two medium sized delivery vehicles/vans.

5.3 Residents Delivery & Servicing Facilities

5.3.1 Phase 3A includes across Plots A/B and D an on-site concierge service and parcel safe storage room. Residents will also be encouraged to utilise local click and collect collection points.

5.3.2 These services and facilities contribute towards minimising missed deliveries and increased vehicles trips. The Travel Plan provides further information on these services.

5.4 Residential Waste Storage and Collection Strategy

5.4.1 For Phase 3A, the refuse management strategy continues the established principles that were successfully implemented in Phase 1 and aligns fully with the parameters set out within the Outline Planning Permission.

5.4.2 Refuse and recycling provision is delivered through dedicated chute systems within each residential core, supporting efficient day-to-day use and reducing operational impacts on residential floors. This approach ensures that waste is centralised at ground or basement level, limiting internal movements and enhancing overall management efficiency.

5.4.3 Bin storage capacity has been calculated on the basis of three collections per week for both residual and recycling waste streams. This frequency reflects the proven operational model adopted in Phase 1, ensuring sufficient capacity to accommodate projected waste arisings while maintaining compliance with relevant service standards. The continuation of this established collection procedure provides operational resilience and supports a consistent management approach across the wider development.

5.4.4 The estate management team will be on hand during collection to present residential bins at the entrance to the bin stores for the waste operatives to transfer to the refuse vehicle. For commercial waste, the commercial waste operator will collect the bins from the unit where waste will be internally stored, or collected directly from the waste store under the steps utilised by commercial units on the podium who will transfer waste to this location for collection.

5.4.5 All waste rooms will include ground level poison traps and electric fly traps to control vermin and pests.

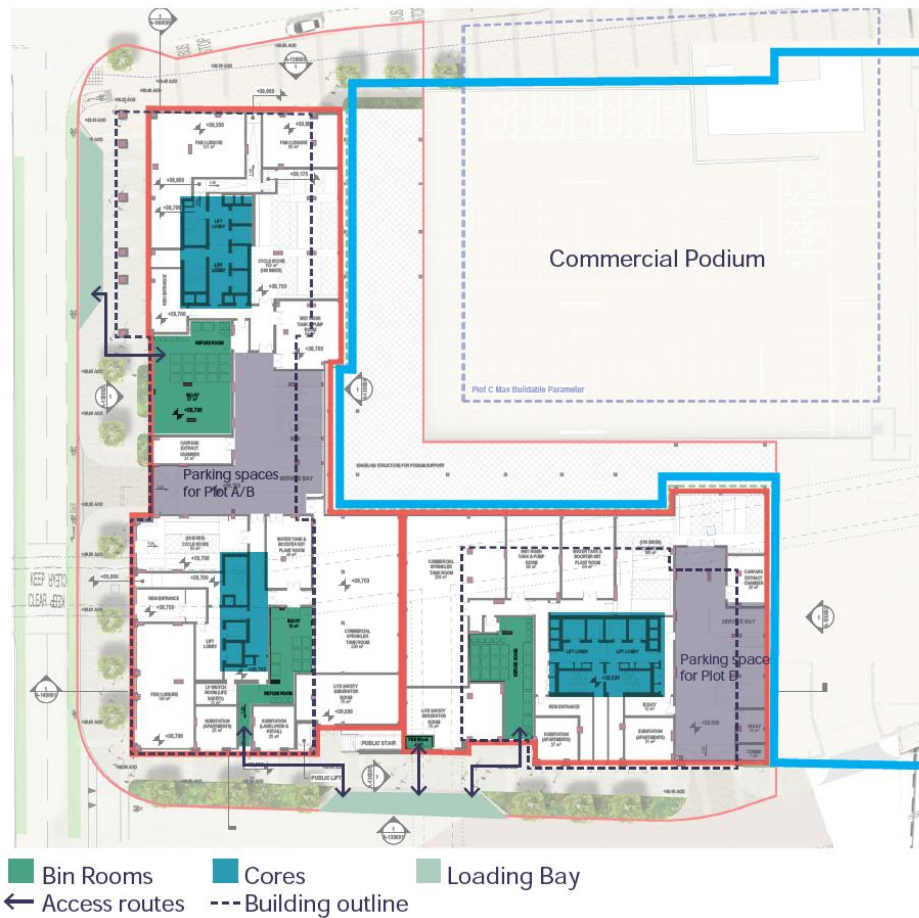
5.4.6 The location of the bins have been presented below in **Figure 5.2**.



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Figure 5.2: Bin and Core Plan



5.4.7 The primary waste storage rooms will be used to hold refuse before they are moved to the refuse vehicle collection areas, as shown in **Figure 5.2**, for collection. The secondary waste storage room bins will be monitored by an onsite facilities team who will be responsible for transferring bins to and from the primary storage room as they reach capacity. **Table 5.1** presents the breakdown of the number of bins required for a thrice weekly waste collection schedule.

Table 5.1: Number of Bins Required

Block	Refuse (1,100L)	Recycling (1,100L)	Food Waste (240L)
A	6	11	10
B	3	5	4
D	4	7	6
Total	13	22	20

5.4.8 RBC do not specify a mechanism to calculate bulky waste storage requirements.

5.4.9 When considering the amount of bulky storage for Phase 3A consideration has been made to at least accommodate for the level provided for Ebb & Flow as the operations team have been comfortable with that level. The following level of bulky waste storage has been proposed:

- Plot A/B – 75sqm provided in one area of 57sqm and one area of 18sqm



- Plot D – 27sqm provided in one area of 13sqm and one area of 14sqm

5.4.10 The estates management team will transfer bulky goods from the bulky stores to the collection vehicles located within the loading bays.

5.5 Commercial Waste Storage and Collection Strategy

5.5.1 Commercial waste provision has been calculated using ADEPT guidance, based on the anticipated floorspace of food and beverage uses. Waste will be stored within individual commercial units until collection day.

5.5.2 As the commercial tenants are not known at this stage the expected waste volumes are based on the estimates of 10L per m² of floor area for restaurant / fast food outlet. This would result in the following total expected waste (litres / per week) and number of 1,100L bins required as set out in **Table 5.2**.

Table 5.2: Commercial Waste Requirements Three Weekly Collections

Block	F&B Floorspace (sqm)	Litres (L) Weekly	1,100L OR	660L
A	210	2,100	1	1
B	249	2,490	1	1
D	543	4,530	1	2

5.5.3 Plots A/B and Plot D will receive three waste collections per week.

5.5.4 For Plots A and B, refuse collection staff will collect waste directly from the ground floor units. For Plot D, waste from podium-level units will be transferred to a dedicated collection store beneath the public steps on Garrard Street, from which it will be collected via the adjacent loading bay.

5.6 Servicing Trip Generation

5.6.1 While the provision of two on-street loading bays and their locations were defined within the outline application for Phase 3, a review has been undertaken to determine whether the two bays proposed would be sufficient for the proposed scheme.

Residential Servicing Trips

5.6.2 The TRICS Research Report 2025/2: Servicing & Deliveries at Residential Apartments in London (June 2025), focusing on residential apartments in London, provided updated benchmarks for delivery and servicing behaviour.

5.6.3 Listed below are the identified London sites which are similar in use to Station Hill:

- Canaletto Tower, Islington (190 dwellings)
- Porter's Edge, Surrey Quays (234 dwellings)
- Bowls Court, Shoreditch (56 dwellings)



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Table 5.3: TRICS Research Service Vehicle Summary

Mode	% of Trips	Average Dwell Time (mins)
LGVs	58.1%	4
Motorcycles	29.5%	8
Cars	11.6%	3
OGVs	0.8%	13

5.6.4 Based on the TRICS sites above, **Table 5.4** summarises the expected daily servicing trips.

Table 5.4: Proposed Service Trip Generation – Residential

Block	Dwellings	Daily Servicing Vehicles	LGVs, Cars	Motorcycles	OGVs
Block A	292	48	33	14	1
Block B/D	308	50	34	15	1
Total	600	98	67	29	2

5.6.5 Data from the operational Phase 1 development of the wider Station Hill scheme facilitates approximately 20 servicing and delivery trips per day. For the Phase 3A development up to approximately 100 servicing and delivery trips a day are anticipated.

5.6.6 The research suggests that combined LGVs and cars are projected to account for the largest share. While TfL kerbside guidance suggests a dwell time of 14–15 minutes for residential servicing, TRICS research indicates substantially shorter durations in practice. TfL guidance was used here as there is no Reading guidance on dwelling times of residential servicing.

5.6.7 Peak servicing demand is expected during lunchtime, between 13:00–14:00, with approximately five LGV/car trips and two motorcycle trips per building. LGVs have an average dwell time of 4 minutes with Motorcycle a dwell time of 8 minutes as follows:

- 5 LGV = 5x4 minutes = 20 minutes dwell
- 2 Motorcycle = 2 x 8 minutes = 16 minutes dwell
- = 36 minutes of vehicle dwell time.

5.6.8 Each loading bay can accommodate 2 vehicles with a maximum dwell time of 120 minutes. As such there is sufficient capacity within the loading bays to accommodate the demand from these servicing vehicles.

5.6.9 The resultant daily trip profile for the servicing trips for each loading bay based on the methodology set out above is provided in **Table 5.5 and 5.6** below.



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Table 5.5: Plot A – Loading Bay Greyfriars Street (serving 292 dwellings)

	Cars - 11.6%		M/C - 29.5%		LGVs - 58.1%		OGV - 0.8%		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out
0600-0700	0	0	0	0	0	0	0	0	0	0
0700-0800	0	0	0	0	1	0	0	0	1	0
0800-0900	0	0	0	0	1	1	0	0	2	2
0900-1000	0	0	1	1	2	1	0	0	3	2
1000-1100	0	0	1	1	1	1	0	0	2	2
1100-1200	0	0	1	1	2	1	0	0	3	2
1200-1300	1	1	2	2	3	3	0	0	5	6
1300-1400	1	1	2	2	4	3	0	0	7	5
1400-1500	0	0	1	1	1	2	0	0	2	3
1500-1600	0	0	1	1	2	1	0	0	3	2
1600-1700	0	0	1	1	1	1	0	0	2	2
1700-1800	0	0	1	1	2	2	0	0	3	3
1800-1900	0	0	1	1	2	2	0	0	3	4
1900-2000	1	1	2	2	3	3	0	0	5	5
2000-2100	0	0	1	1	2	2	0	0	4	3
2100-2200	0	1	1	1	2	3	0	0	4	4
	6	6	14	14	28	28	0	0	48	48

Table 5.6: Plot B/D – Loading Bay Garrard Street (serving 308 dwellings)

	Cars - 11.6%		M/C - 29.5%		LGVs - 58.1%		OGV - 0.8%		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out
0600-0700	0	0	0	0	0	0	0	0	0	0
0700-0800	0	0	0	0	1	0	0	0	1	0
0800-0900	0	0	0	0	1	1	0	0	2	2
0900-1000	0	0	1	1	2	1	0	0	3	2
1000-1100	0	0	1	1	1	1	0	0	2	2
1100-1200	0	0	1	1	2	1	0	0	3	3
1200-1300	1	1	2	2	3	4	0	0	6	6
1300-1400	1	1	2	2	4	3	0	0	7	6
1400-1500	0	0	1	1	1	2	0	0	2	3
1500-1600	0	0	1	1	2	1	0	0	3	3
1600-1700	0	0	1	1	1	1	0	0	2	3
1700-1800	0	0	1	1	2	2	0	0	3	3
1800-1900	0	0	1	1	2	2	0	0	4	4
1900-2000	1	1	2	2	3	3	0	0	5	5
2000-2100	1	0	1	1	3	2	0	0	4	4
2100-2200	0	1	1	1	2	3	0	0	4	5
	6	6	15	15	29	29	0	0	50	50

5.6.10 The anticipated servicing trips at the peaks can be facilitated by the proposed delivery and servicing arrangements. These trips will be distributed throughout the day, involve short dwell times and are comparable to operational activities already experienced at earlier phases of Station Hill.



5.7 Commercial Servicing Trips

- 5.7.1 As part of the Outline Application it was expected that the F&B uses as part of Phase 3A would generate 12 one-way service trip per day. Given that Phase 3A currently proposes for a lesser amount of F&B floorspace (from 2,500 to 1,002sqm) than was previously assessed and the details provided above, the two proposed bays can suitably accommodate for the commercial servicing requirements (12 daily vehicles) plus the residential requirements.



6 Trip Generation

6.1 Introduction

- 6.1.1 The Phase 3A development proposal includes for 600 residential units and 1,002sqm of commercial/F&B space. This is less than the development quantum assessed and consented within the outline application Transport Assessment. The assessed option as detailed previously within Table 4.3 (repeated below for reference). The level of trip generation of Plots A/B and D will therefore be within the parameters agreed as part of the outline application.

Table 4.3: Illustrative Phase 3 Options Assessed within Consented Transport Assessment

Land Use	GIA (sqm) / Number of Units		
	Option 1	Option 2	Option 3
Office	42,000	39,000	46,000
Residential	539	647	250
Flexible Retail and Leisure	2,500	2,500	2,500
Hotel	0	0	450 rooms

- 6.1.2 The outline application Transport Assessment concluded that Option 3 of the illustrative options had the highest travel demand. This option subsequently informed the trip generation assessment within the outline application Transport Assessment. Given that the development quantum of Option 3 does not align to the Phase 3A proposals and included for Plot C, this section compares the development proposals with a created consented scenario (Extant Scenario) for robustness rather than the presented trip generation within the outline application Transport Assessment. This included residential forecast of people travel demand associated with Plots A/B and D accommodates for the proposed reduction in parking as part of Phase 3A.
- 6.1.3 Given that the level of commercial/F&B space being proposed (1,002sqm) is well within the overall level originally assessed within the outline scheme (2,500sqm), and trip behaviour is not expected to change, we have not included details of this.

6.2 Trip Generation

- 6.2.1 A trip generation exercise was undertaken in the Station Hill North Transport Assessment agreed as part of the consented 2021 application. The findings are presented below in **Table 6.1**.

Table 6.1: Previously Consented Total People Trip Rates

Land Use	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Residential	0.103	0.556	0.659	0.386	0.223	0.609

- 6.2.2 The total number of residential units (600 units) has been used as the basis for calculating the overall trip generation for the residential land use.
- 6.2.3 The resulting figures are presented in **Table 6.2**.



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Table 6.2: People Trips Generated by Plots A/B and D

Land Use	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Residential	62	334	395	232	134	365

- 6.2.4 The previously consented mode share was derived from the Station Hill North Transport agreed as part of the consented 2021 application. The proposed mode share has been adjusted to reflect the car-free nature of the proposed development, as shown below in **Table 6.3**.

Table 6.3: Previously Consented and Proposed Residential

Mode	Residential	
	Previously Consented Mode Share (%)	Proposed Mode Share (%)
Rail	21.0%	29.9%
Bus	11.6%	16.5%
Taxi	0.4%	0.6%
Car Driver	29.8%	0.0%
Car Passenger	2.7%	3.9%
Bicycle	3.5%	5.0%
Foot	29.8%	42.5%
Other	1.1%	1.6%
Total	100%	100%

- 6.2.5 The residential mode share of the car driver share was distributed among all mode shares following the previously agreed methodology. Rail, walking, and bus modes received the largest increase, as these represent the most frequently used travel options.

6.3 Extant Trip Generation

- 6.3.1 Using the agreed trip rates (Table 5.2) and the consented mode share (Table 5.3), the forecast split of trips that the extant permission (with car parking) would have generated is set out in **Table 6.4**.



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Table 6.4: Extant Permission Trip Generation

Mode	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Rail	13	70	83	49	28	77
Bus	7	39	46	27	16	42
Taxi	0	1	2	1	1	1
Car Driver	18	100	118	69	40	109
Car Passenger	2	9	11	6	4	10
Bicycle	2	12	14	8	5	13
Foot	18	100	118	69	40	109
Other	1	4	4	3	1	4
Total	62	334	395	232	134	365

6.3.2 The residential trip generation of the proposed scheme and the mode share (Table 5.3) is presented below in **Table 6.5**.

Table 6.5: Residential Trip Generation Summary

Mode	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Rail	18	100	118	69	40	109
Bus	10	55	65	38	22	60
Taxi	0	2	2	1	1	2
Car Driver	0	0	0	0	0	0
Car Passenger	2	13	15	9	5	14
Bicycle	3	17	20	12	7	18
Foot	26	142	168	98	57	155
Other	1	5	6	4	2	6
Total	62	334	395	232	134	365

6.3.3 **Table 6.5** presents a breakdown of people movements by transport mode during the morning peak hour (08:00–09:00) and evening peak hour (17:00–18:00). Across all periods, walking generates the highest volume of trips, with a total of 323 daily movements, followed by rail (228 daily) and bus (126 daily). Cycling also contributes 38 daily trips.

6.3.4 During the AM peak, a total of 395 two-way movements are recorded. Foot travel (168 two-way trips) and rail travel (118 two-way trips) represent the largest shares in this period, together accounting for over 70% of total AM activity. In the PM peak, overall demand decreases slightly to 365 two-way movements, although rail remains the dominant mode (109 two-way trips), followed again by walking (155 two-way trips).



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- 6.3.5 Private car use as a driver records no trips in either peak period or across the day to reflect the car-free nature of the development. Car passenger trips contribute 30 daily movements. Taxi and "other" modes contribute least in terms of trips.

6.4 Net Change from Extant Permission

- 6.4.1 As a comparison the net change from the extant permission (with parking) has been presented in **Table 6.6**. This demonstrates that as a result of the proposal there is expected to be a reducing in car trips of 118 two way in the AM Peak Hour and 109 in the PM Peak Hour with a small increase in other sustainable modes.

Table 6.6: Net Change Trip Generation from Extant Permission

Mode	AM (08:00 – 09:00)			PM (17:00 – 18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Rail	5	30	35	20	12	32
Bus	3	16	19	11	6	18
Taxi	0	1	0	0	0	1
Car Driver	-18	-100	-118	-69	-40	-109
Car Passenger	0	4	4	3	1	4
Bicycle	1	5	6	4	2	5
Foot	8	42	50	29	17	46
Other	0	1	2	1	1	2
Total	0	0	0	0	0	0

6.5 Summary

- 6.5.1 The proposed trip generation provides anticipated trips associated with the Phase 3A development. As outlined previously, given that the commercial floor area for this application remains below the agreed threshold, the level of trips generated by the commercial uses is considered acceptable. The calculated trip generation is agreeable given the quantum of development is well within what was originally assessed as part of the outline Transport Assessment, the existing transport services and facilities nearby and public realm improvements being proposed as part of Station Hill Phase 3A.



7 Summary and Conclusions

7.1 Summary

- 7.1.1 This TS considers the development proposals in context of the consented Plots A/B and D of the Station Hill Phase 3A scheme.
- 7.1.2 The development proposals seek to provide 600 residential units, which includes provision for the following:
- 1,002sqm of F&B and commercial land use
 - 4 undercroft blue badge parking spaces
 - 2 undercroft operation only servicing bays
 - 2 off-street loading bays for delivery and servicing
 - 322 residential cycle parking spaces and associated facilities including lockers and bicycle maintenance equipment
 - 48 additional visitor cycle parking spaces
 - Significant enhancements to the public realm
 - Comprehensive hard and soft landscaping

7.2 Conclusion

- 7.2.1 The TA impacts have been robustly assessed through the TA submitted in support of the 2021 outline planning permission (*ref: 192032*). The proposed RMA scheme falls within the assessed development parameters and benefits from reduced residential quantum and car free operation.
- 7.2.2 Therefore, no additional mitigation anticipated or required and the development is acceptable in transport and highway terms and complies with policies TR1 and TR5 of the Reading Local Plan.



Drawings



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KEY:

- EXISTING INDICATIVE HIGHWAY BOUNDARY
- 2.4m x 25m JUNCTION VISIBILITY
- 2.4m x 17m CYCLE VISIBILITY
- EXISTING SHEFFIELD STANDS
- RELOCATED SHEFFIELD STANDS
- PROPOSED SHEFFIELD STANDS
- PROPOSED TREES
- PROPOSED LANDSCAPING

P06_UPDATED WITH TOPO SURVEY	CE	CB	2026.02.19
P05_UPDATED WITH LDA WIND MITIGATION SCHEME	CE	CB	2026.01.30
P04_UPDATED MASTERPLAN	CE	CB	2025.12.16
P03_AMENDED ARRANGEMENT	CE	CB	2025.12.03
P02_UPDATED MASTERPLAN	CE	CB	2025.11.25
P01_FIRST ISSUE	CE	CB	2025.11.20
Issued/Revision	By	Appd	YYYY.MM.DD
	CE	-	2026.02.19
	Dwn.	Dsgn.	Chkd.
			YYYY.MM.DD

Issue Status

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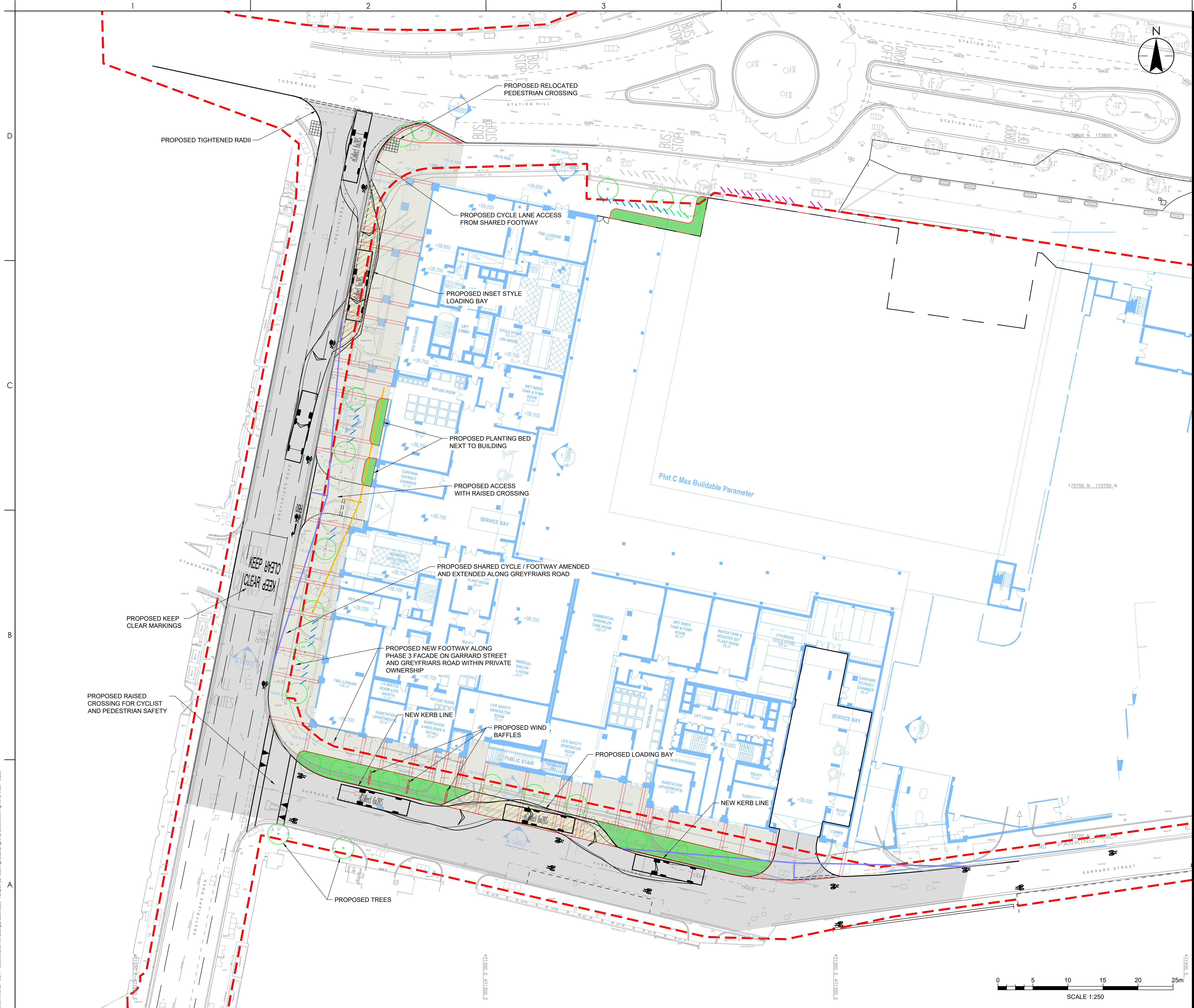
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LPC/MGT JV

STATION HILL READING, PHASE 3

READING, UK

Title
GENERAL ARRANGEMENT

Project No. 332612714	A1 Scale 1:250
Revision P06	Drawing No. 332612174-STN-HGN-XX-DR-TR-5517





Stantec UK Limited
Caversham Bridge House, Waterman Place
Reading
RG1 8DN
Tel. +44 1189 500 761
www.stantec.com/uk

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P06 UPDATED WITH TOPO SURVEY	CE	CB	2026.02.19
P05 UPDATED WITH LDA WIND MITIGATION SCHEME	CE	CB	2026.01.30
P04 UPDATED MASTERPLAN	CE	CB	2025.12.16
P03 AMENDED ARRANGEMENT	CE	CB	2025.12.03
P02 UPDATED MASTERPLAN	CE	CB	2025.11.25
P01 FIRST ISSUE	CE	CB	2025.11.04
Issued/Revision	By	Appd	YYYY.MM.DD

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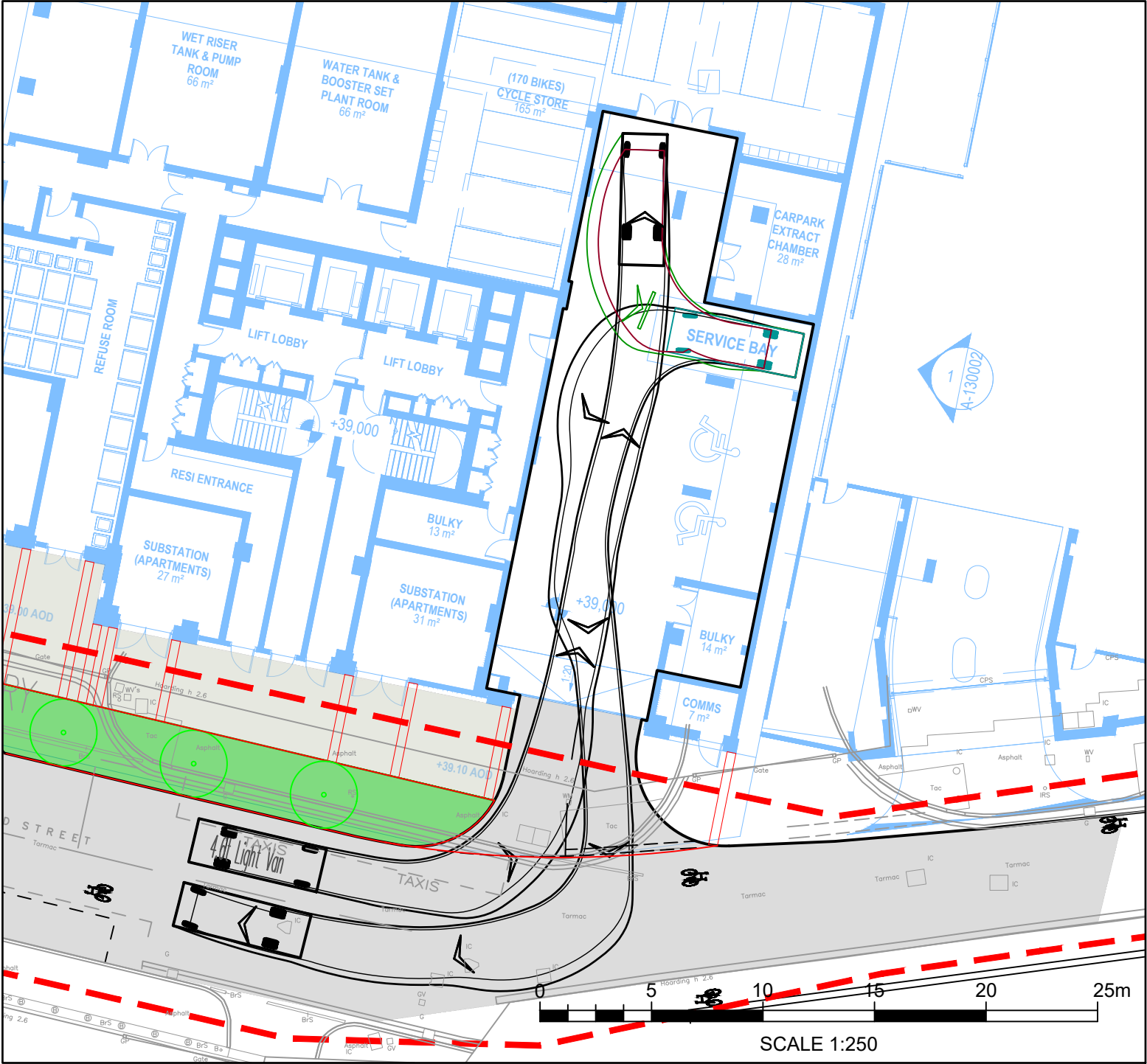
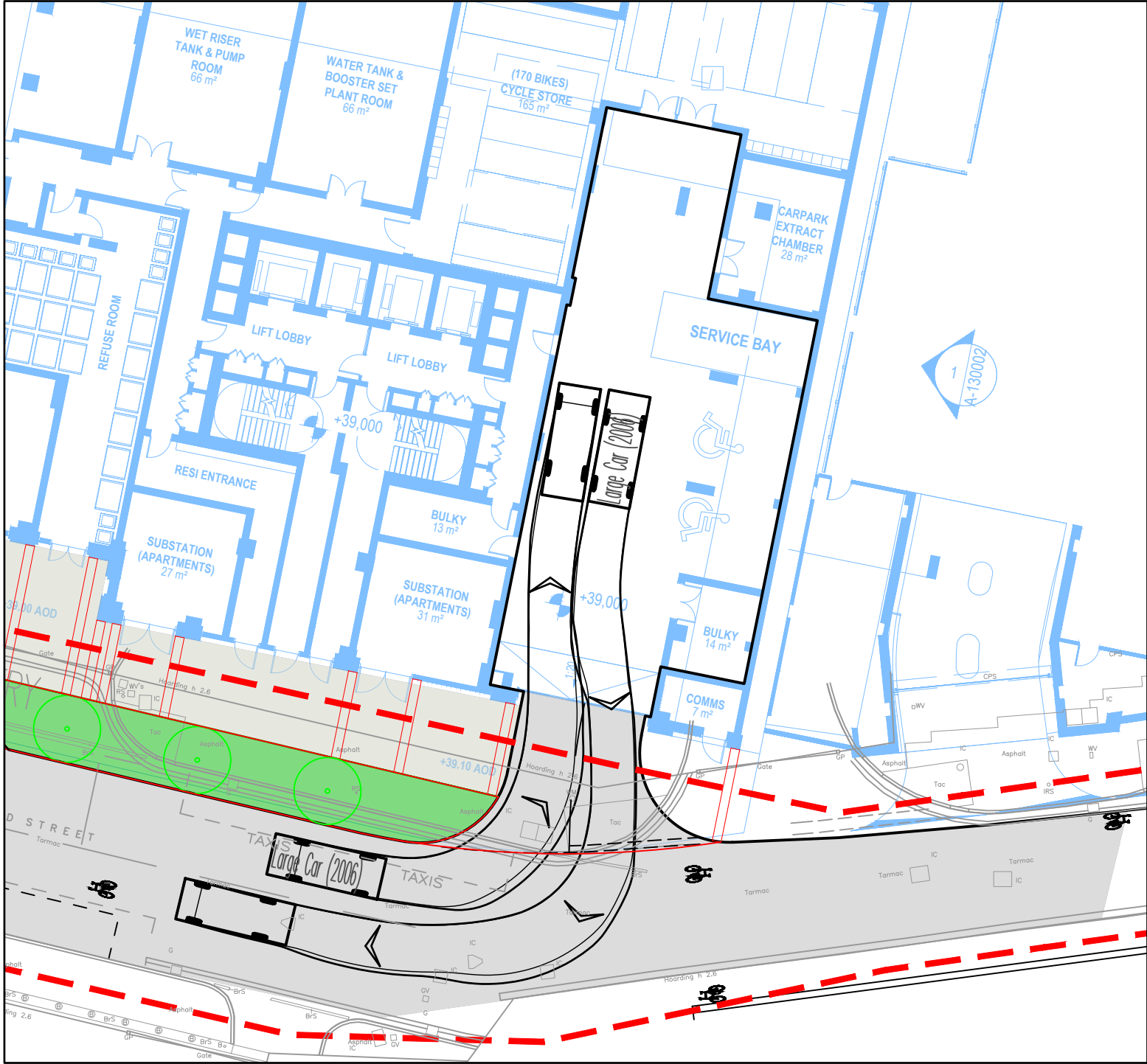
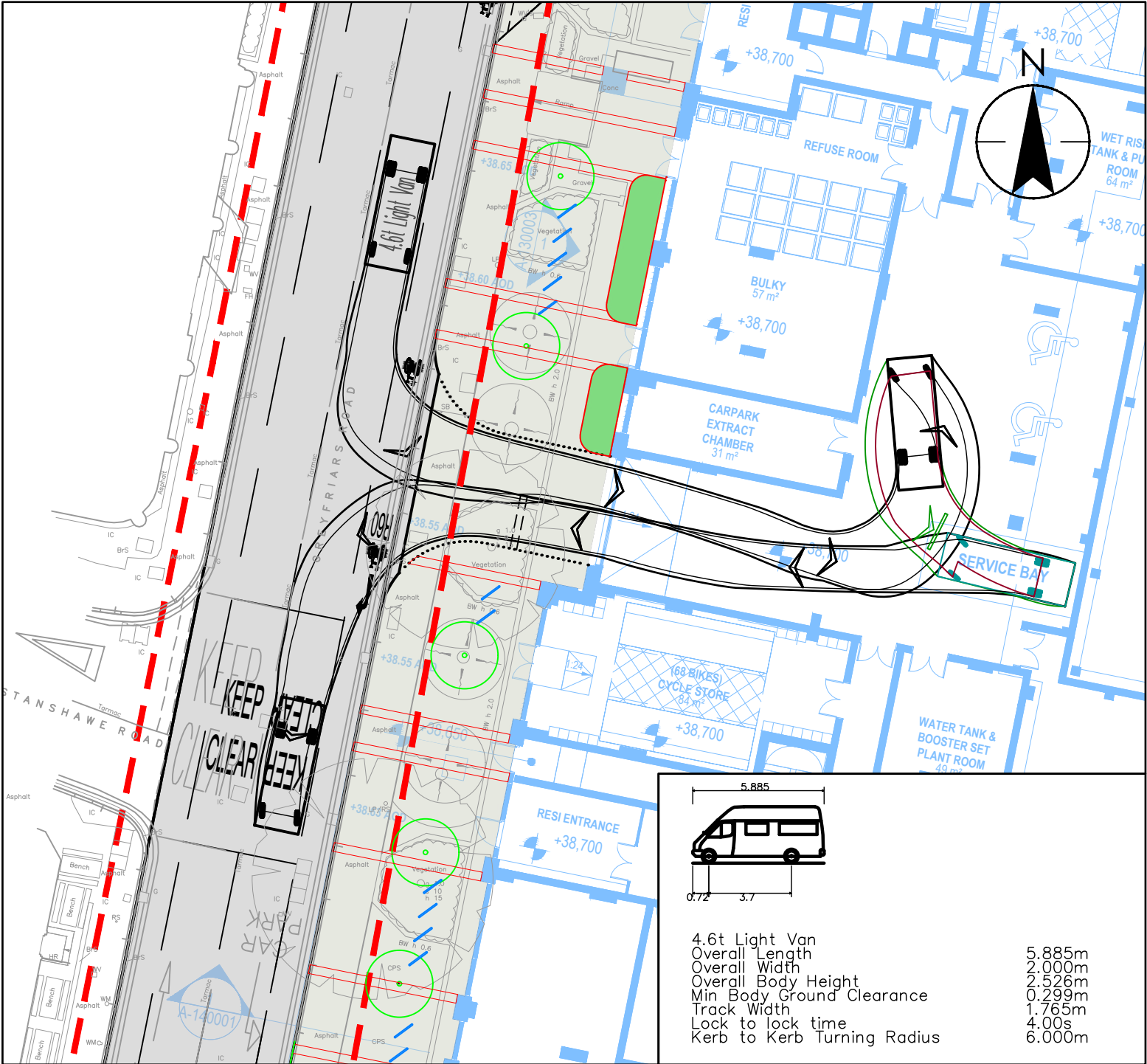
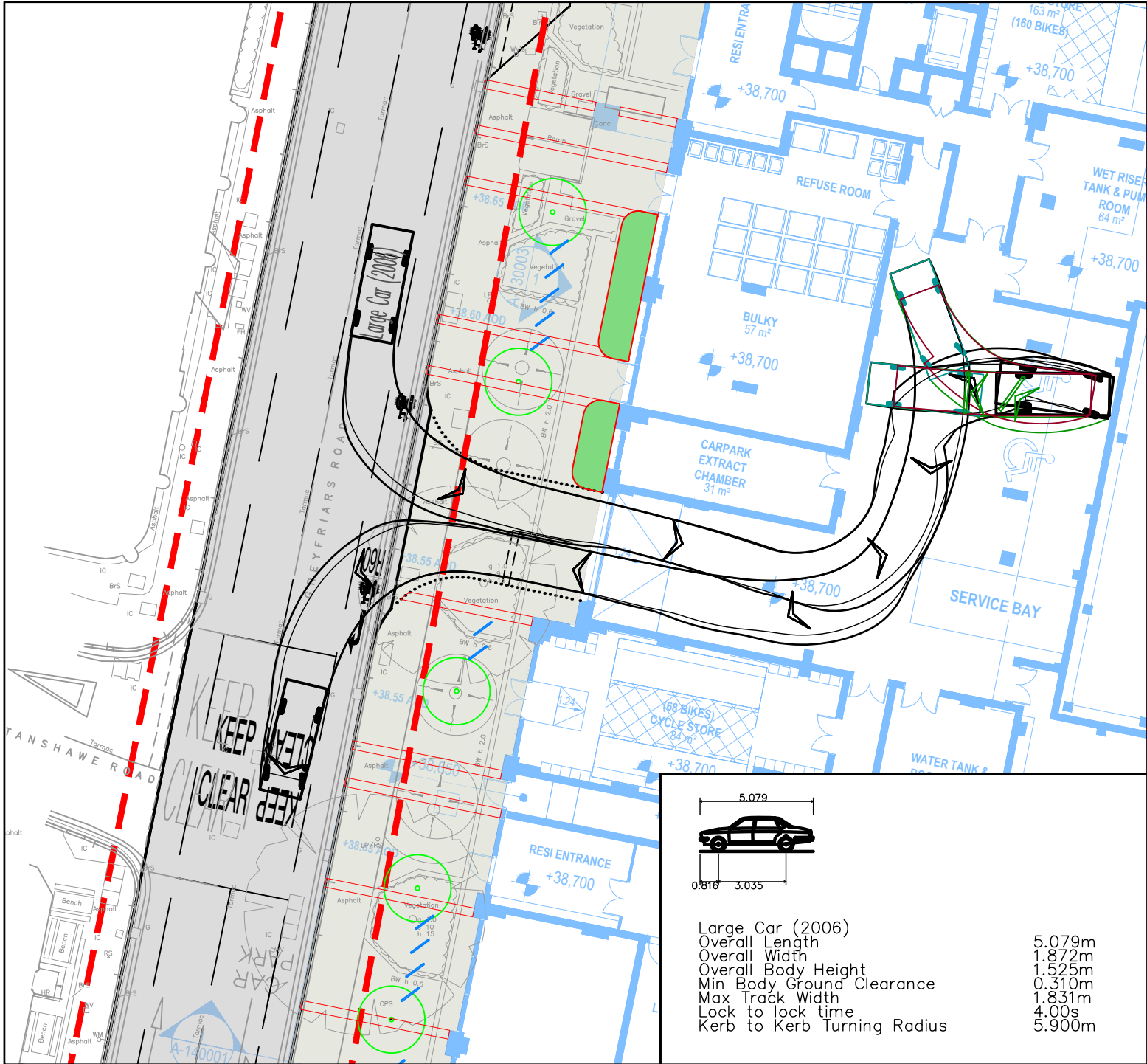
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STATION HILL READING, PHASE 3

READING, UK

Title
VEHICLE SWEEP PATH ANALYSIS

Project No. 332612174	A2 Scale 1:250
Revision P06	Drawing No. 332612174-STN-HGN-XX-DR-TR-5518



Appendix A Masterplan Layout





Notes:
Do not scale from drawings. All discrepancies to be reported to
Gensler architect immediately.
All dimensions to be verified by contractor on site prior to any works

- Key Legend
- Application Boundary
 - BSA National Boundary Line
 - Plot C Max Buildable Boundary

P01	23.01.26	Draft Issue for Planning	MF	EF
rev	date	revision note	drawn	checked

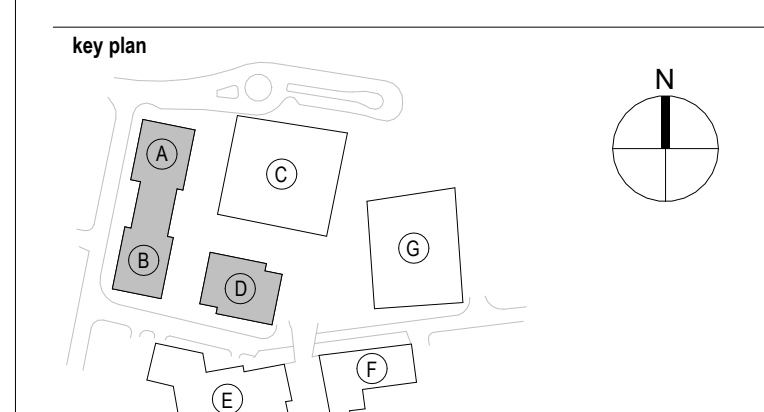
Gensler

Moretown
London
E1W 1YV
England
United Kingdom

client

Lincoln mjt

Client Name
SH Reading Phase 3 Ltd
Charter Place
23-27 Seaton Place
Jersey



category
GENERAL ARRANGEMENT

Rev
010000-019999 PLANS TOWN PLANNING

title
GA PLAN - LEVEL 00

project	Plot A/B & D Station Hill, Reading	drawn	checked
project number	08.8531.000	MF	EF
scale	1:200@A0	date of first issue	rev
project code	originator / functional / spatial / form / discipline / number	23.01.2026	S0 P01
SHP3 - GEN - XX - 00 - D - A-011210			