

DATED 10th March **2020**

M & G RPF LIMITED PARTNERSHIP

acting by and through its general partner

M & G RPF GP LIMITED (1)

("the Owner")

READING BOROUGH COUNCIL (2)

("the Council")

AGREEMENT

constituting a Planning Obligation relating to land at
Former Cooper BMW Premises, Kings Meadow Road, Reading RG1 8BN

(Planning Application No. **190809**)

C J Brooks BSc
Assistant Director Legal &
Democratic Services
Reading Borough Council
DX 40124 Reading (Castle Street)
IKEN 7300
WB 012592/TC20318

THIS AGREEMENT is made the 10th March

2020

BETWEEN:

- (1) **M&G RPF LIMITED PARTNERSHIP** (an English limited partnership registered under number LP015431) acting by and through its general partner **M&G RPF GP LIMITED** (company number 08407747) whose registered office is at 10 Fenchurch Avenue, London, EC3M 5AG (the "**Owner**")
- (2) **READING BOROUGH COUNCIL** of Civic Offices Bridge Street Reading RG1 2LU (the "**Council**")

RECITALS

A. Planning Obligation

This Agreement constitutes a planning obligation within the meaning of the term in Section 106 of the 1990 Act

B. Application Land

The Council is the Local Planning Authority for the purposes of the 1990 Act for the Borough of Reading in which the Application Land is situated and the Local Housing Authority for the Borough of Reading

C. Land Ownership

The Owner is the freehold owner of the Application Land and has an interest in the Application Land within the meaning of the term in Section 106(9)(b) of the 1990 Act

D. Planning Application

On 20 May 2019 the Application (190809) was submitted by the Owner to the Council for Planning Permission to carry out the Development

E. Planning Permission

The Council having regard to the Development Plan and to all other material considerations resolved at its Planning Applications Committee meeting held on 4th September 2019 that Planning Permission should be granted for the Development pursuant to the Application subject to the prior completion of this Agreement

F. North Street Site

The applicant has transferred to the Council a surrogate site at North Street, Reading with planning consent for Affordable Housing ("**North Street Site**"). The transfer of this North Street Site means that the Owner is only required to provide the

Affordable Housing Commuted Sum in respect of Affordable Housing provision relating to the Planning Permission.

IT IS HEREBY AGREED AND DECLARED between the parties hereto as follows:-

1 DEFINITIONS

The following expressions shall have the under mentioned meanings:

1.1 “the 1990 Act”

means the Town and Country Planning Act 1990

1.2 “2008 Act”

shall mean the Housing and Regeneration Act 2008

1.3 “Accredited Car Club Provider”

means an organisation accredited in the United Kingdom by Car Plus or any other Car Club accreditation body approved by the Council acting reasonably and without delay which provides cars for use by members of a Car Club in consideration of payment

1.4 “Access”

means the provision (without payment of monetary or other consideration) of vehicular and pedestrian rights of way vehicular parking rights and access (whether on foot or otherwise) to and within the Affordable Housing Units together with (without payment of monetary or other consideration) all rights and easements over the such land as is necessary to facilitate the construction and Occupation of the Affordable Housing Units on the Further Surrogate Site

1.5 “Affordable Housing”

means social rented housing affordable rented housing and intermediate housing as defined in Annex 2 of the National Planning Policy Framework published February 2019 or any subsequent definition in any revision amendment or re-enactment thereof published by the UK Government

1.6 “Affordable Housing Commuted Sum”

means

- (a) a sum of FIVE MILLION SIX HUNDRED AND SEVENTY THOUSAND POUNDS (£5,670,000); or

(b) if one or more Further Surrogate Sites are transferred to the Nominated Delivery Partner in accordance with paragraph 2.1 of Schedule 2 an aggregate sum calculated in accordance with the following formulas:

(i) (unless the Owner has at the date of transfer of the Further Surrogate Sites to the Nominated Delivery Partner entered into a contract ("**Affordable Housing Development Agreement**") to construct all the Bed Spaces in accordance with paragraph 3.1 of Schedule 2 authorised in respect of the Further Surrogate Sites as at the date of the transfer) a sum calculated in accordance with the following formula:

$$A \times B$$

A = the number of Bed Spaces authorised by the relevant planning permission or permissions in respect of the Further Surrogate Sites at the date of transfer to the Nominated Delivery Partner

B = EIGHTEEN THOUSAND SIX HUNDRED AND SEVENTY NINE POUNDS AND TWENTY FIVE PENCE (£18,679.25)

provided for the avoidance of doubt where such sum is a negative figure the sum shall be deemed to be nil

plus

(ii) (where planning permission in relation to the Further Surrogate Sites transferred to the Nominated Delivery Partner as at the date of transfer pursuant to this Agreement does not authorise Affordable Housing Units comprising 159 or more Bed Spaces to be constructed on the Further Surrogate Sites) a sum calculated in accordance with the following formula:

$$(159 - A) \times B$$

A = the aggregate number of Bed Spaces within the Affordable Housing Units authorised by the relevant planning permission or permissions

B = THIRTY FIVE THOUSAND SIX HUNDRED AND SIXTY POUNDS AND THIRTY-EIGHT PENCE (£35,660.38)

provided for the avoidance of doubt where such sum is a negative figure the sum shall be deemed to be nil

to be used by the Council for the provision of off-site Affordable Housing within the Council's administrative boundary

1.7 “Affordable Housing Mix”

means unless otherwise agreed in writing by the Council:

- (a) 50% Social Rented Housing or Affordable Rent Housing at 50% Rent;
- (b) 50% made up of a mix of:
 - (i) Intermediate Housing; and
 - (ii) Affordable Rent Housing at 80% Rent

1.8 “Affordable Housing Units”

means Affordable Housing the layout design and unit sizes of which has been approved by the Council as being within reasonable acceptable parameters being no smaller than the appropriate National Space Standards as set out in Table One of the DCLG Technical housing standards - nationally described space standard March 2015 enclosed as Annexure 6 and “Affordable Housing Unit” shall have a corresponding meaning

1.9 “Affordable Rent Housing at 50% Rent”

means Affordable Housing let to eligible households at rents set in accordance with the requirements of Homes England and being of no more than 50% of the Market Rent (including service charges where applicable) or the maximum sum payable as housing benefit for the size and condition of each Affordable Housing Unit

1.10 “Affordable Rent Housing at 80% Rent”

means Affordable Housing let to eligible households at rents set in accordance with the requirements of Homes England and being of no more than 80% of the Market Rent (including service charges where applicable) or the maximum sum payable as housing benefit for the size and condition of each Affordable Housing Unit

1.11 “this Agreement”

means this planning obligation by agreement and any modification thereof approved by the Council pursuant to the powers in Section 106 of the 1990 Act

1.12 “Application”

means the application seeking Planning Permission to carry out the Development submitted on behalf of the Owner to the Council and registered by the Council under reference number 190809

1.13 **“Application Land”**

means the land described in Part 1 of the Schedule 1 hereto and shown edged red on Plan 1 attached at Annexure 1

1.14 **“Approval”**

means the written approval on behalf of the Council from the Head of Planning Development and Regulatory Services to the Owner or such other officer of the Council who is from time to time is responsible for dealing with and/or approving matters set out in this Agreement and **“Approved”** and **“Approve”** shall be construed accordingly

1.15 **“Bed Spaces”** means bed spaces within the parameters described in the National Space Standards as set out in Table One of the DCLG Technical housing standards - nationally described space standard March 2015 attached as Annexure 6 but in accordance with the following mix:

50% of 1 bedroom units will contain at least 1 Bed Space

50% of 1 bedroom units will contain at least 2 Bed Spaces

25% of 2 bedroom units will contain at least 3 Bed Spaces

75% of 2 bedroom units will contain at least 4 Bed Spaces

33% of 3 bedroom units will contain at least 4 Bed Spaces

33% of 3 bedroom units will contain at least 5 Bed Spaces

33% of 3 bedroom units will contain at least 6 Bed Spaces

25% of 4 bedroom units will contain at least 5 Bed Spaces

25% of 4 bedroom units will contain at least 6 Bed Spaces

25% of 4 bedroom units will contain at least 7 Bed Spaces

25% of 4 bedroom units will contain at least 8 Bed Spaces

33% of 5 bedroom units will contain at least 6 Bed Spaces

33% of 5 bedroom units will contain at least 7 Bed Spaces

33% of 5 bedroom units will contain at least 8 Bed Spaces

50% of 6 bedroom units will contain at least 7 Bed Spaces

50% of 6 bedroom units will contain at least 8 Bed Spaces

1.16 “Car Club”

means a local club operated and managed by an Accredited Car Club Provider in which members can book cars owned by the Accredited Car Club Provider and park in specifically reserved car club spaces and use them for the period of the booking and “Car Clubs” shall be construed accordingly

1.17 “Car Club Sum”

means the sum of FORTY SIX THOUSAND NINE HUNDRED AND FIFTEEN POUNDS (£46,915.00)

1.18 “Car Plus”

means the national charity promoting responsible car use and which operates an accreditation scheme for Car Clubs

1.19 “Construction ESP”

means the Employment and Skills Plan to be approved by the Council which incorporates the Construction Employment and Skills Measures and Provisions and which follow the provisions of the Employment Skills and Training Supplementary Planning Document adopted by the Council on 15th April 2013 and attached at Annexure 3

1.20 “Construction ESP Contribution”

means the sum of SEVENTY THREE THOUSAND NINE HUNDRED AND THIRTY FIVE POUNDS (£73,935) to be paid to the Council and applied by its Partner Organisation towards the Construction Employment and Skills Measures and Provisions in accordance with Schedule 3

1.21 “Construction Employment and Skills Measures and Provisions”

means a range of employment skills and training measures to be developed by the Council and the Council’s Partner Organisation to mitigate the impacts of the Development by ensuring that Local Labour have better access to employment opportunities available at the construction stage of the Development which in relation to the Construction ESP include those set out in Schedule 3

1.22 “Construction ESP Monitoring Fees”

means the sum to be used by the Council to monitor the Approved Construction ESP to be calculated on the basis of twenty five pounds (£25.00) per Training Output and to be agreed with the Council’s Skills for Business Coordinator

1.23 **“Contributions”**

means the Vastern Road Railway Underpass Contribution, the Kings Meadow Contribution and the Pedestrian Cycle Crossing Contribution

1.24 **“Development”**

means erection of a part 13 storey part 23 storey building comprising 335 apartments in a mix of studio one-bedroom two-bedroom and 3-bedroom units; residents’ lounges tech-hub dining room and cinema room various rooftop outdoor amenity spaces concierge/reception with coffee meeting area residents’ storage facilities postroom ancillary back-of-house facilities 335 secure cycle parking spaces 49 car parking spaces landscaping and associated works

1.25 **“Effective Date”**

means the date of this Agreement

1.26 **“Further Surrogate Site”**

means a site (to be transferred to the Nominated Delivery Partner on the terms set out in Part 2 of Schedule 2) for the provision of Bed Spaces of Affordable Housing at a location approved by the Council (such approval not to be unreasonably withheld or delayed provided both the following are satisfied:

- (a) it is within the Reading Borough administrative area; and
- (b) it is not within the Central Area as defined on the Proposals Map of the Council’s 2019 Local Plan

and if the above two conditions are not satisfied approval shall be at the absolute discretion of the Council provided for the avoidance of doubt in approving such site or sites the Council may have regard to the Affordable Housing needs of the Reading Borough administrative area) and any reference to **“Further Surrogate Sites”** shall have a corresponding meaning provided that for the avoidance of doubt the parties agree and acknowledge that the North Street Site is not a Further Surrogate Site.

1.27 **“GPDO”**

means the Town and Country Planning (General Permitted Development) Order 2015 (as amended)

1.28 **“Homes England”**

means Homes England or a successor body

1.29 "Housing Association"

means a housing association within the meaning of Section 1 of the Housing Associations Act 1985

1.30 "Implementation"

means the carrying out of a "material operation" as defined in Section 56(4) of the 1990 Act in respect of the Development save that this definition shall not for the purposes of this Agreement and for no other purpose include any works of demolition site clearance and site preparation including the construction of temporary access and service ways exploratory boreholes and trial pits ground (including archaeological) investigations site survey works ecological works construction of boundary fencing scaffolding or hoardings decontamination soil investigation and consequent remedial actions the decommissioning diversion and laying of services and the temporary display of site notices/advertisements and **"Implement"** and **"Implemented"** shall be construed accordingly

1.31 "Implementation Notice"

means the notice to be served by the Owner upon the Council stating the proposed date of Implementation of the Development

1.32 "Index"

means the "all items" Retail Price Index issued by the Office for National Statistics

1.33 "Indexation Date"

means 23 November 2017

1.34 "Intermediate Housing"

means Shared Ownership Housing or such other form of intermediate housing as may be agreed between the Owner and the Council

1.35 "Kings Meadow Contribution"

means the sum of ONE HUNDRED AND TWENTY SEVEN THOUSAND SIX HUNDRED AND TWENTY POUNDS (£127,620) as a contribution towards improvements to be undertaken by the Council including path upgrades and associated works in Kings Meadow

1.36 "Local Labour"

means local workers living within the Council's administrative area

1.37 “Mass Rapid Transit Land”

means the land described in Part 2 of the Schedule 1 hereto to be dedicated to the Council as Highway Authority for the purpose of Mass Rapid Transit Works pursuant to the Deed of Dedication defined in and in accordance with the requirements of Paragraph 2 of Schedule 6

1.38 “Mass Rapid Transit Scheme”

means a transport infrastructure scheme which serves the whole of the Reading Urban Area (the three key routes being the South Reading Corridor the East Reading and Park and Ride and West Reading and Park and Ride) the objectives of which are to:-

- (a) compliment transport provision along the main radial routes or corridors
- (b) develop radial routes such as the Eastern and Northern Corridors
- (c) develop orbital routes which connect the suburban quarters and combine to form a “grid” pattern

1.39 “Mass Rapid Transit Works”

means the works to be carried by the Council as Highway Authority on the Mass Rapid Transit Land which for the avoidance of doubt shall include the widening of the East Reading Corridor of the Mass Rapid Transit Scheme

1.40 “Monitoring Fee”

means the sum of FIVE THOUSAND POUNDS (£5,000.00) to be paid to the Council for the purpose of monitoring the Obligations set out in this Agreement

1.41 “Nominated Delivery Partner”

means the Council in its capacity as Local Housing Authority or such other Housing Association or RP as the Council may nominate from time to time

1.42 “Obligations”

means the covenants on behalf of the Owner set out at Clause 5 to this Agreement and the expression **“Obligation”** shall be construed as any one of the Obligations set out at Clause 5 to this Agreement

1.43 “Occupation”

means beneficial occupation of any part of the Development for residential purposes PROVIDED THAT (and it is agreed between the parties hereto that) for the avoidance of doubt occupation for the purposes of construction completion decorating and fitting out or occupation for marketing or display or occupation in relation to

providing security shall not constitute **“Occupation”** and **“Occupy”** and **“Occupied”** shall be construed accordingly

1.44 “Occupation Notice”

means the notice to be served by the Owner upon the Council that the Development has been brought into use and Occupied

1.45 “Partner Organisation”

means the economic development company Reading UK CIC (Co. Registration No. 5671172) mandated by the Council and the Reading 2020 Local Strategic Partnership to lead on economic development (Memorandum of Understanding dated 15th February 2008) whose registered office is at One Forbury Square The Forbury Reading Berkshire RG1 3EB or any successor or similar organisation or organisations having similar objectives to Reading UK CIC and nominated by the Council in writing to the Owner as the partner organisation for the purposes of the Construction Employment and Skills Measures and Provisions

1.46 “Pedestrian/Cycle Crossing Contribution”

means the sum of EIGHTY SIX THOUSAND AND SEVEN HUNDRED POUNDS (£86,700.00) as a contribution towards the delivery by the Council of a new signalised pedestrian crossing as shown for illustrative purposes on drawing number 5277.027 Rev C at Annexure 4

1.47 “Persons In Housing Need”

means a person or persons nominated by the Council from the Housing Needs Register or **persons** properly approved by the Council from time to time as being suitable for occupation of the Affordable Housing Units

1.48 “Planning Permission”

means the planning permission to be granted by the Council pursuant to the Application substantially in the form of the draft at Annexure 2

1.49 “Practical Completion”

means (where the context so admits) (a) the issue of a certificate of practical completion pursuant to a building contract for a building and/or part of a building or (b) where a building or part of a building is ready for Occupation (whichever is the earlier)

1.50 “Prescribed Period”

means the period commencing on the date of receipt by the Council of the relevant payment pursuant to and in accordance with this Agreement and expiring at the end

of five (5) full financial years (ending 31 March) following the financial year in which the payment is received by the Council

1.51 “Residential Unit”

means any residential dwelling unit permitted by the Planning Permission and “Residential Units” shall be construed accordingly

1.52 “Reasonable Endeavours”

means all those reasonable steps which a prudent and determined person acting in good faith and anxious to achieve the desired objective would take

1.53 “RP”

means a registered provider as defined in the 2008 Act and which is registered with Homes England under Part 2 of the 2008 Act as a registered provider and/or any other provider or providers approved by the Council

1.54 “Shared Ownership Housing”

means housing which is to be made available to Persons In Housing Need and which persons will initially buy a percentage of not more than 70% of the equity in the said housing and rent the remaining percentage from a Housing Associated or a RP (at an initial annual rent of no more than 2.75% of the unsold equity but may also (for the avoidance of doubt) staircase to 100% ownership

1.55 “Social Rented Housing”

means Affordable Housing let to eligible households for which guideline target rents are determined through the national rent regime

1.56 “Training Output”

means in respect of the Construction ESP the relevant outputs for the Construction ESP listed in Appendix 1 to the Council’s Employment Skills and Training SPD (adopted April 15th 2013)

1.57 “Travel Plan”

means the travel plan for the Residential Units prepared by the Owner and entitled “Thames Quarter Travel Plan” based upon the draft travel plan attached as Annexure 5

1.58 “Travel Plan Co-ordinator”

means the person appointed by the Owner and who is responsible for setting up and managing the implementation of the Travel Plan in accordance with the terms of the Travel Plan

1.59 “Vastern Road Railway Underpass Contribution”

means the sum of ONE HUNDRED THOUSAND POUNDS (£100,000) as a contribution towards the Council carrying out an environmental improvement scheme for the Vastern Road railway underpass

1.60 “Working Days”

means days (other than Saturdays Sundays or public holidays in England) when banks in London are open for business

2 INTERPRETATION

2.1 Clause headings shall not affect the interpretation of this Agreement

2.2 A person includes a natural person corporate or unincorporated body (whether or not having separate legal personality)

2.3 A reference to a company shall include any company corporation or other body corporate wherever and however incorporated or established

2.4 Unless the context otherwise requires words in the singular shall include the plural and in the plural shall include the singular

2.5 Unless the context otherwise requires a reference to one gender shall include a reference to the other genders

2.6 A reference to any party shall include that party’s personal representatives successors or permitted assigns and in the case of the Council the successors to its respective statutory functions

2.7 An Obligation in this Agreement on a person not to do something includes an Obligation not to agree or allow that thing to be done

2.8 Where an Obligation falls to be performed by more than one person the Obligation can be enforced against every person so bound jointly and against each of them individually

2.9 Any phrase introduced by the terms “including” “include” “in particular” or any similar expression shall be construed as illustrative and shall not limit the sense of the words preceding those terms

2.10 Any reference to Act of Parliament whether general or specific shall include any modification or re-enactment thereof for the time being in force and shall also include all instruments orders plans regulations by-laws and directions for the time being made issued or given thereunder or deriving validity therefrom

2.11 A reference to writing or written does not include faxes or e-mail

2.12 A reference to “this Agreement” or to any other agreement or document referred to in this Agreement is a reference to this Agreement or such other document or deed as varied or novated (in each case other than in breach of the provisions of this Agreement) from time to time

2.13 References to clauses plans schedules paragraphs and annexures are to the clauses plans schedules paragraphs and annexures of this Agreement

3 LEGAL EFFECT

3.1 This Agreement is made pursuant to Section 106 of the 1990 Act Section 111 of the Local Government Act 1972 and Section 2 of the Local Government Act 2000 and all other enabling powers to the intent that it shall (subject to the provisions of Clause 3.5 and Clause 3.7) bind the Owner and its successors in title to each and every part of the Application Land and their assigns

3.2 This Agreement shall be enforceable by the Council and shall be registrable as a Local Land Charge by the Council

3.2 If the Planning Permission expires within the meaning of Sections 91, 92 and 93 of the 1990 Act or is revoked or otherwise withdrawn or modified by any statutory procedure without the consent of the Owner this Agreement shall cease to have effect (but not so as to avoid any Obligation in this Agreement on the part of the Owner having already been implemented or performed)

3.3 Nothing in this Agreement shall be construed as prohibiting or limiting any right to develop any part of the Application Land in accordance with a planning permission (other than the Planning Permission) granted by the Council or by the Secretary of State on appeal or by reference to him after the date of this Agreement

3.4 If any provision of this Agreement shall be held to be invalid illegal or unenforceable the validity legality and enforceability of the remaining provisions hereof shall not in any way be deemed thereby to be affected or impaired

3.5 The Owner shall in parting with the Application Land or part of the Application Land be released from all liability under the terms of this Agreement (except in respect of any breach subsisting prior to parting with that part of the Application Land to which the breach relates)

3.6 The Council shall only be able to enforce the obligations in this Agreement against those with an interest in that part of the Application Land to which the breach of the obligations relates (but without prejudice to the liability of such person for any breach occurring prior to parting with any such interest)

3.7 The obligations contained in this Agreement shall not be binding upon or enforceable against:-

- (a) any individual owner occupier or lessee or any mortgagee chargee or receiver of any individual owner or occupier or any successors in title thereto and their respective mortgagees chargees or receivers of any Residential Unit
- (b) any lessee that has a leasehold interest or interests in respect of a Residential Unit that does not exceed a term of 21 years in aggregate
- (c) any statutory undertaker or other person who acquires any part of the Application Land or interest therein for the purposes of the supply of heat cooling electricity gas water drainage telecommunication services or public transfer services
- (d) any mortgagee or chargee of the whole or any part of the Owner's or any Housing Association or RP's interest in the Application Land unless it takes possession of the Application Land or part thereof in which case it will be bound by the obligations as a person deriving title from the Owner

provided that the provisions of clause 3.7(a) does not apply to:

- (i) paragraph 4 of Schedule 2
- (ii) paragraph 2.7 of Schedule 3
- (iii) paragraphs 1.2, 2.2, 3.2 of Schedule 4
- (iv) paragraph 3 of Schedule 5
- (v) paragraph 1 of Schedule 7

3.8 This Agreement is without prejudice to and shall not be construed as derogating from any of the rights powers and duties of the Council pursuant to any of its statutory functions nor in any other capacity

4 **CONDITIONALITY**

Unless otherwise specified the Obligations in this Agreement shall come into force on the later of the grant of the Planning Permission and the Implementation of the Development

5 **THE OWNER'S OBLIGATIONS**

5.1 The Owner covenants with the Council

- (a) not to Implement the Development before the Owner has served the Implementation Notice
- (b) to serve an Occupation Notice within ten (10) Working Days after any part of the Development has been first Occupied

- (c) to observe and perform the obligations on their part contained in:
 - (i) Schedule 2 (Affordable Housing Obligations);
 - (ii) Schedule 3 (Construction Employment and Skills Obligations);
 - (iii) Schedule 4 (Contributions);
 - (iv) Schedule 5 (Car Club Obligation);
 - (v) Schedule 6 (East Reading Mass Rapid Transit Obligations); and
 - (vi) Schedule 7 (Travel Plan)

5.2 The Owner further covenants with the Council to pay on the Effective Date (a) the Council's reasonable legal costs and expenses incurred in the preparation and completion of this Agreement and (b) the Monitoring Fee

6 COUNCIL'S OBLIGATIONS

The Council covenants with the Owner to observe and perform the obligations on its part contained in Schedule 8 (Council's Obligations).

7 INDEXATION

7.1 The Construction ESP Contribution and the Contributions payable under the provisions of this Agreement shall all be increased by an amount equivalent to the increase in the Index from the Indexation Date until the date on which the said contribution is payable

7.2 The Car Club Sum shall be increased by an amount equivalent to the increase in the Index from the Indexation Date until the later of the date of (a) first Occupation or (b) on which the Car Club Scheme has been Approved in writing by the Council

7.3 The Affordable Housing Commuted Sum shall be increased by an amount equivalent to the increase in the Index from the Indexation Date until the date on which the said Affordable Housing Commuted Sum is payable.

8 VAT

All consideration given in accordance with the terms of this Deed shall be exclusive of any valued added tax properly payable.

9 INTEREST ON UNPAID MONIES

If any sums due to the Council under this Agreement are paid late the Owner shall pay the Council interest at the rate of 4% per annum above the base rate of Bank of England for the time being in force on the sum of the said contribution due or (as the case may be) on any amount thereof which may be outstanding from the date on

which under the terms of this Agreement the said contribution is due up to the date of payment of the said contribution

10 PAYMENTS TO THE COUNCIL

Any payments due to the Council under the terms of this Agreement (SAVING AND EXCEPTING for the sums payable to the Council under Clause 5.2) shall be paid to the Council by means of direct credit to the Council as follows:

Reading Borough Council
Sort Code: 30-91-31
Account Number: 00271502
Lloyds Bank plc 24 Broad Street Reading RG1 2BT
Payment reference: No190809

11 NOTICES

Any notice or other written communication to be served by one party upon another pursuant to the terms of this Agreement shall be deemed to have been validly served if delivered by hand or sent by pre-paid registered or recorded delivery post to the party to be served at its address herein specified or such other address as may from time to time be notified for the purpose by notice in writing and any such notice or other written communication to be given by the Council shall be deemed valid and effectual if on its face it is signed on behalf of the Council by a duly authorised signatory

12 ADDRESSES FOR SERVICE

The address for any notice or other written communication is for the Council at Civic Offices Bridge Street Reading RG1 2LU and for the Owner as specified or provided for in this Agreement or notified to the Council in writing if different from that stated in this agreement

13 ARBITRATION

13.1 In the event of any dispute arising between the parties in respect of this Agreement the dispute shall be referred:-

- (a) in the case of a dispute regarding the interpretation or meaning of any provision in this Agreement to leading planning counsel to be agreed between the parties or failing agreement to be appointed by the President for the time being of the Law Society; or
- (b) in the case of a dispute regarding the works or other technical matters referred to in the schedules to a member of the Institution of Civil Engineers to be agreed between the parties or failing agreement to be appointed by the President for the time being of such institution; or

- (c) in the case of any other dispute regarding this Agreement to a member of the Royal Institution of Chartered Surveyors to be agreed between the parties or failing agreement to be appointed by the President for the time being of such Institution

13.2 Any referral pursuant to Clause 13.1 may be made on the joint application of the parties or on the application of any party and any such referral shall be construed as a submission to arbitration within the meaning of the Arbitration Act 1996

13.3 The decision of any arbitrator appointed pursuant to Clause 13.1 (the “**Arbitrator**”) shall be final and binding on the parties and whose costs shall be in his award

13.4 The Arbitrator shall be appointed subject to an express requirement that he reaches his decision and communicates it to the parties to the dispute within the minimum practical timescales allowing for the nature and complexity of the dispute and in any event not more than twenty (20) Working Days from the date of his appointment to act

14 **THIRD PARTY RIGHTS**

14.1 It is not otherwise intended that any of the provisions of this Agreement shall be enforceable under the Contracts (Rights of Third Parties) Act 1999 by anyone other than the parties to this Agreement

15 **NO WAIVER**

15.1 No waiver (whether express or implied) by the Council of any breach of or default by the Owner in performing or observing any of the terms of or covenants obligations or restrictions in this Agreement shall constitute a continuing waiver and no such waiver shall prevent the Council from enforcing any of the said terms covenants Obligations or restrictions or from acting upon any subsequent breach or default in respect thereof by the Owner

16 **LOCAL LAND CHARGE**

This Agreement is and shall be registered as a Local Land Charge by the Council and following performance and satisfaction of all the Obligations contained in this Agreement or in the event that the Planning Permission expires without first being Implemented the Council shall forthwith effect the cancellation of all entries in the Local Land Charges Register at no cost to the parties

17 **JURISDICTION**

This Agreement is governed by and interpreted in accordance with the law of England and Wales

EXECUTED as a deed by the parties hereto and delivered on the date written at the start of this deed

SCHEDULE 1
Application Land and Mass Rapid Transit Land

PART 1 - "Application Land"

All that freehold land registered at the Land Registry and known as **Thames Quarter**, Kings Meadow Road, Reading RG1 8BN registered under Title Number BK258258 all of which is shown edged red on plan 1 at Annexure 1

PART 2 - "Mass Rapid Transit Land")

All that land being part of the Application Land as the same is shown coloured brown on Plan 2 at Annexure 1

SCHEDULE 2
Affordable Housing Obligations

PART 1 - Affordable Housing Obligations

The Owner covenants and agrees with the Council as follows:-

1 Affordable Housing Commuted Sum

- 1.1 On or before first Occupation the Owner shall pay to the Council the Affordable Housing Commuted Sum.

2 Further Surrogate Site or sites

- 2.1 The Owner may at any time prior to first Occupation transfer one or more Further Surrogate Sites to the Nominated Delivery Partner on the terms set out in the Part 2 of this Schedule 2.

3 Contract with the Nominated Delivery Partner

- 3.1 The Owner may any time prior to first Occupation enter into a contract with the Nominated Delivery Partner on the terms set out in Part 3 of this Schedule 2.
- 3.2 If the Owner fails to comply with the contract entered into pursuant to paragraph 3.1, of this schedule and such contract is properly and lawfully terminated by the Nominated Delivery Partner, then it shall be immediately deemed that no Affordable Housing Development Agreement (as defined in clause 1.6(b)(i) the definition of Affordable Housing Commuted Sum) has been entered into and the sum calculated by the formula in clause 1.6(b)(i) shall become immediately payable to the Council.

4 Occupation

- 4.1 No part of the Development shall be Occupied until the Owner has paid the Affordable Housing Commuted Sum.

PART 2 - Further Surrogate Sites

- 1 The Owner covenants with the Council that the transfer of the Further Surrogate Site or Further Surrogate Sites shall be on the following terms to the Nominated Delivery Partner:

- 1.1 The transfer of the Further Surrogate Sites shall be with vacant possession
- 1.2 The Further Surrogate Sites are to be used solely for Affordable Housing for a period of 10 years from the date of transfer
- 1.3 The Further Surrogate Sites are to be transferred with Access and the benefit of an outline planning permission for residential development and the Owner shall use Reasonable Endeavours to obtain such a planning permission

- 1.4 All costs associated with obtaining the relevant residential planning permission are to be borne by the Owner and the terms of the relevant residential planning permission must be satisfactory to the Nominated Delivery Partner (acting reasonably)
- 1.5 All costs associated with stamp duty land tax incurred by the Nominated Delivery Partner are to be paid by the Owner at the date of transfer
- 1.6 The Affordable Housing Units will not be used except for the provision of Affordable Housing in accordance with the relevant planning permission and the Affordable Housing Mix (unless agreed otherwise with the Council)

PART 3 - Construction of Affordable Units

The Owner covenants with the Council that the contract with the Nominated Delivery Partner shall be on the following terms:

- 1 Unless otherwise agreed with the Nominated Delivery Partner, the Affordable Units shall be designed and constructed and completed in accordance with the requirements agreed between the parties, but shall in any event include:
 - 1.1 DCLG Technical housing standards - nationally described space standard March 2015 enclosed as Annexure 6; and
 - 1.2 Design and Quality Standards dated April 2007 published by Homes England or such other standards agreed between the Owner and the Nominated Delivery Partner
- 2 A reputable contractor approved by the Nominated Delivery Partner (acting reasonably) is appointed to construct the Affordable Housing Units pursuant to a JCT design and build contract 2016 (or similar construction contract approved by the Nominated Delivery Partner (acting reasonably) which shall provide for:
 - 2.1 construction of the Affordable Housing Units (including any ancillary car parking landscaping boundary treatment or other associated works;
 - 2.2 the Owner or its funder to procure payment of all construction sums due to the contractor;
 - 2.3 the provision of NHBC new homes warranty or such other new home warranty that is acceptable to the majority of lenders under the CML Handbook;
 - 2.4 collateral warranties to be provided to the Nominated Delivery Partner (in a form agreed between the parties (acting reasonably);
 - 2.5 a 12 months' rectification period.

- 3 The Owner will satisfy all pre-occupation planning requirements relating to the Affordable Units.
- 4 The Owner shall procure suitable security for compliance with its obligations under the contract in a form and manner approved by the Nominated Delivery Partner (acting reasonably).
- 5 Incorporate such other terms as would be reasonably required by the Nominated Delivery Partner in appointing a developer to construct Affordable Housing Units.

SCHEDULE 3
Construction Employment and Skills Obligations

1 Construction Employment and Skills Measures and Provisions

means the requirements of the Construction ESP such that it:-

- (a) identifies and promotes in collaboration with the Partner Organisation or any other organisation as the Council may nominate employment opportunities generated in relation to the construction of the Development
- (b) targets Local Labour (although not to the exclusion of people from outside the Borough of Reading) in relation to the construction of the Development
- (c) sets the means of and timetable for implementing and/or seeking to achieve the identified objectives of the Approved Construction ESP
- (d) sets out when the payment of the Construction ESP Monitoring Fees are to be paid
- (e) provides for the reporting mechanisms (with reports to be not less than six (6) monthly) on progress in implementing and/or achieving the objectives of the Approved Construction ESP

2 Construction ESP Obligations

The Owner covenants and agrees with the Council as follows:-

- 2.1 Unless the Owner gives written notice to the Council that it wishes to pay the Construction ESP Contribution in lieu of its obligation to prepare the Construction ESP the Owner shall not Implement the Development until the provisions of Paragraphs 2.3 and 2.4 below have been complied with
- 2.2 If the Owner gives written notice to the Council that it wishes to pay the Construction ESP Contribution as described in Paragraph 2.1 above then the Owner shall:-
 - (a) not Implement the Development until the expiry of fifteen (15) Working Days after giving such notice and
 - (b) pay the Construction ESP Contribution to the Council prior to the Implementation of the Development and the Owner shall not Implement the Development until the Construction ESP Contribution has been paid in full including any interest due under the terms of this Agreement and thereafter the provisions of Paragraphs 2.3 to 2.7 below shall cease to have effect
- 2.3 If the Owner wishes to prepare and implement the Construction ESP and does not give notice as described in Paragraph 2.1 above then at least twenty (20) Working Days prior to Implementation of the Development the Owner shall submit the

Construction ESP to the Council for Approval (and if necessary re-submit until Approved) **PROVIDED ALWAYS** that if the Construction ESP has not been Approved by the Council or the Council has not provided comments on the Construction ESP within fifteen (15) Working Days from its submission the Construction ESP shall be deemed to be Approved

- 2.4 The Owner shall not Implement the Development until the Construction ESP submitted by the Owner has been Approved or deemed to have been Approved pursuant to Paragraph 2.3 of this Schedule 3
- 2.5 In the event that the Construction ESP submitted by the Owner is Approved (or deemed Approved) by the Council under Paragraph 2.3 of this Schedule 3 and the Development is Implemented the Owner shall implement observe monitor and comply with the Approved Construction ESP to the reasonable satisfaction of the Council until Practical Completion of the Development (or such earlier date as may be agreed between the Council and the Owner)
- 2.6 In carrying out its obligations under Paragraphs 2.3 to 2.5 of this Schedule 3 the Owner shall co-operate with the Council and its Partner Organisation in the preparation by the Owner of the Construction ESP
- 2.7 The Owner shall not Occupy or permit Occupation of any part of the Development until the Construction ESP Monitoring Fees have been paid to the Council in full together with any interest due thereon

SCHEDULE 4

Contributions

The Owner covenants and agrees with the Council as follows:-

1 Vastern Road Railway Underpass Contribution

- 1.1 Prior to Occupation of any part of the Development the Owner will pay to the Council the Vastern Road Railway Underpass Contribution; and
- 1.2 No part of the Development shall be Occupied until the Vastern Road Railway Underpass Contribution has been paid by the Owner to the Council

2 Kings Meadow Contribution

- 2.1 Prior to Occupation of any part of the Development the Owner will pay to the Council the Kings Meadow Contribution; and
- 2.2 No part of the Development shall be Occupied until the Kings Meadow Contribution has been paid by the Owner to the Council

3 Pedestrian/Cycle Crossing Contribution

- 3.1 Prior to Occupation of any part of the Development the Owner will pay to the Council the Pedestrian/Cycle Crossing Contribution; and
- 3.2 No part of the Development shall be Occupied until the Pedestrian/Cycle Crossing Contribution has been paid by the Owner to the Council

SCHEDULE 5
Car Club Obligation

The Owner covenants and agrees with the Council as follows:-

- 1 To spend the Car Club Sum solely in relation to the provision of an on-site Car Club in accordance with the Approved Car Club Scheme
 - 2 Prior to Occupation of the Development the Owner shall submit to the Council for Approval a draft scheme for the operation of the on-site Car Club ("the Car Club Scheme") including:
 - 2.1 the number of car parking spaces in the Development reserved pursuant to paragraph 4 of this Schedule 5 to be made available by the Owner to residents of the Development using the Car Club (which for the avoidance of doubt shall be a minimum of 3 car parking spaces) ("the Car Club Spaces"); and
 - 2.2 the timing of the start of the operation of the Car Club as part of the Development; and
 - 2.3 details of the Accredited Car Club Provider providing the Car Club as part of the Development; and
 - 2.4 the mechanism for changing the Accredited Car Club Provider if the designated Accredited Car Club Provider is no longer able to provide the Car Club at the Development; and
 - 2.5 the frequency of the provision of details of the use and operation of the Car Club to the Council during its operation
- PROVIDED ALWAYS** that if the Car Club Scheme has not been Approved by the Council or the Council has not provided comments on the Car Club Scheme within fifteen (15) Working Days from its submission the Car Club Scheme shall be deemed to be Approved
- 3 The Development shall not be Occupied unless and until either (i) the Car Club Scheme has been Approved in writing by the Council (which may, if necessary, involve resubmission until Approved) or deemed to have been Approved and the Car Club has been brought into operation at the Development in accordance with the Approved Car Club Scheme or (ii) the Owner has paid to the Council the Car Club Sum in lieu of the Car Club being brought into operation
 - 4 To ensure that the Car Club Spaces are reserved for the purpose of parking and storing a vehicle belonging to the Accredited Car Club Provider and used by members of the Car Club at the Development the Owner undertakes not to permit or allow the said Car Club Spaces to be used for any other purpose than for the parking and storage of a vehicle provided by the Accredited Car Club Provider and used by

the members of the Car Club. The Car Club Spaces shall be retained for the lifetime of the Development and shall be marked "Car Club Use Only"

- 5 Following the provision of the Car Club Spaces (pursuant to paragraph 4 above) to maintain the Car Club Spaces in good and substantial repair and to repaint/renew the signage and the painting of the words "Car Club Use Only" thereafter
- 6 Following Occupation of the Development if there is sufficient demand (which level of demand shall be agreed with the Council in writing in the Car Club Scheme) then the Owner shall increase the Car Club provision from 3 to 4 vehicles and increase the Car Club Spaces within the Development to 4 spaces by the provision of an additional car parking space ("**Additional Car Club Space**"). The Additional Car Club Space shall be provided and maintained in the same way as the Car Club Spaces in accordance with paragraphs 4 and 5 above

SCHEDULE 6
East Reading Mass Rapid Transit Obligations

The Owner covenants and agrees with the Council as follows:-

- 1 The Owner shall not carry out or permit the carrying out of any development within 80 years from the Effective Date whether “permitted” under the terms of the GPDO or otherwise on the Mass Rapid Transit Land without the prior written consent of the Council first having been obtained save and except for works permitted pursuant to the Planning Permission and the subsequent maintenance of such works

- 2 The Owner shall enter into a deed of dedication of the Mass Rapid Transit Land as public highway (the “**Deed of Dedication**”) subject to the Council serving written notice on the Owner and the Developer within 80 years from the Effective Date confirming that it requires the Mass Rapid Transit Land to be dedicated as public highway to allow the Council to carry out the Mass Rapid Transit Works

SCHEDULE 7

Travel Plan

The Owner covenants and agrees with the Council as follows:-

- 1 The Development shall not be Occupied unless and until a Travel Plan Co-ordinator has been appointed and the details (name, address, email address and telephone number of the Travel Plan Co-ordinator) have been notified to the Council
- 2 Within 6 months of first Occupation a Travel Plan shall be submitted to and Approved by the Council (the "Approved Travel Plan"). The requirements and timetable of the Approved Travel Plan shall thereafter be implemented and complied with in relation to the Residential Units
- 3 The Approved Travel Plan shall be monitored annually over a 5 year period from its implementation in accordance with the requirements set out in the Approved Travel Plan
- 4 If any of the requirements of the Approved Travel Plan are not complied with, in any material respect, the Council shall notify the Owner of such failure and allow the Owner a reasonable period of time in all the circumstances to remedy the failure. If the Owner does not remedy the failure within the reasonable time period, the Council may:
 - 4.1 carry out such works or take such other steps as the Council reasonably determines to remedy the failure to comply with the requirements of the Approved Travel Plan; and
 - 4.2 implement such alternative measures which the Council reasonably determines to achieve the aims of the Approved Travel Plan
- 5 The reasonable cost of any works carried out or steps taken pursuant to paragraph 4 of this Schedule 7 shall be payable by the Owner to the Council on demand

SCHEDULE 8
Council's Obligations

1 Within five (5) Working Days of the Effective Date the Council will issue the Planning Permission

2 Following payment by the Owner to the Council of any sum referred to under the following paragraphs:

- (a) paragraph 4 of Schedule 2;
- (b) paragraph 2.7 of Schedule 3;
- (c) paragraphs 1.2, 2.2, 3.2 of Schedule 4;
- (d) paragraph 3 of Schedule 5;
- (e) paragraph 1 of Schedule 7,

the Council shall (at the request of the Owner) issue to the Owner a receipt for the relevant payment confirming receipt of the relevant payment within ten (10) Working Days of request

3 In this Agreement where the agreement approval consent or any other expression of satisfaction is required from the Council that agreement approval consent or any other expression of satisfaction shall be given in writing and shall not be unreasonably withheld or delayed, unless the relevant provision states the matter is at the absolute discretion of the Council

4 The Council covenants with and undertakes to the Owner that the Construction ESP Contribution and the Contributions and the Affordable Housing Commuted Sum will be utilised for the purposes specified in the Agreement and for no other purposes

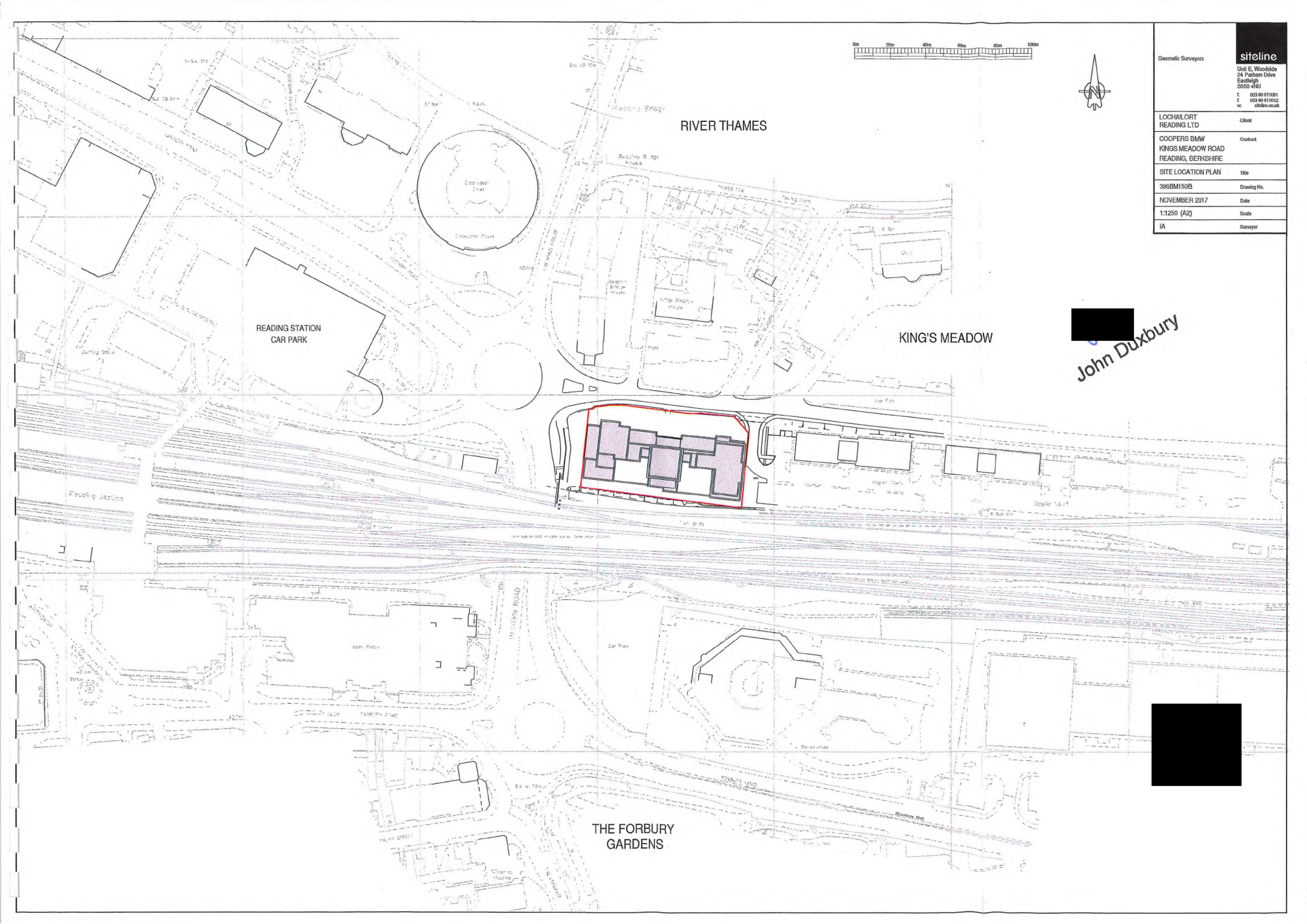
5 If any element of the Construction ESP Contribution or the Contributions or the Affordable Housing Commuted Sum remains unspent or uncommitted in part or in whole at the expiry of the Prescribed Period the Council covenants to return the Construction ESP Contribution or the Contributions or the Affordable Housing Commuted Sum or such part thereof as appropriate to the person who made the payment together with such interest at the Bank of England base rate for the time being in force such payment to be made within twenty (20) Working Days of written demand following the expiry of the Prescribed Period

ANNEXURE 1

The Plans

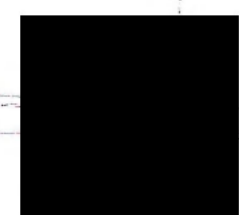
Plan 1 - The Application Land

Plan 2 - The MRT Land

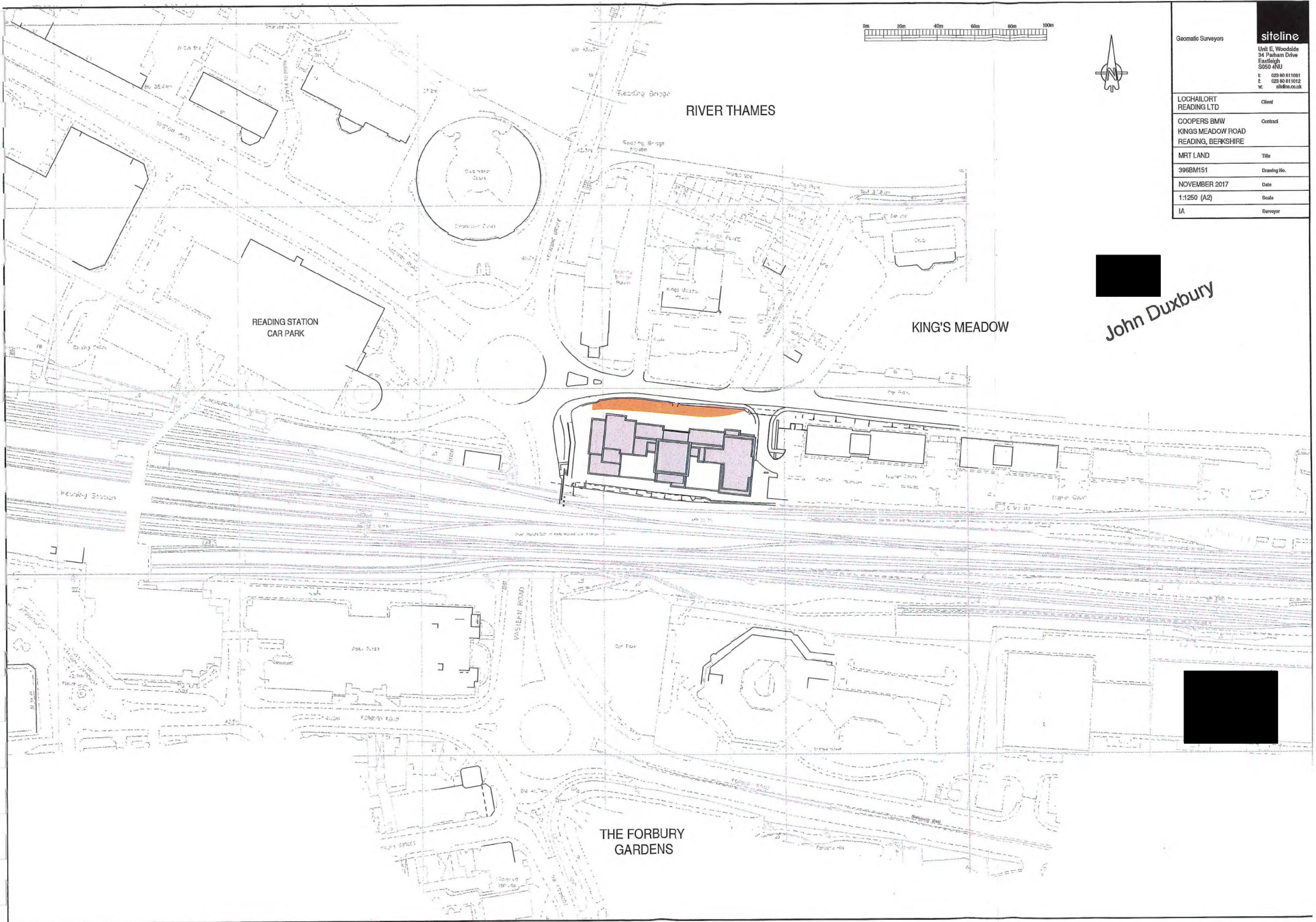


Geomatic Surveyors	
siteline Unit E, Woodside 34 Parham Drive Eastleigh SO50 4NU t: 023 80 811081 f: 023 80 811012 w: siteline.co.uk	
LOCHAILORT READING LTD	Client
COOPERS BMW KINGS MEADOW ROAD READING, BERKSHIRE	Contract
SITE LOCATION PLAN	Title
396BM150B	Drawing No.
NOVEMBER 2017	Date
1:1250 (A2)	Scale
IA	Surveyor


John Duxbury



100-101



Geomatic Surveyors	
sateline	
Unit E, Woodside 34 Parham Drive Exeter S050 4NU t: 023 80 811081 e: 023 80 811012 w: sateline.co.uk	
LOCHAILORT READING LTD	Client
COOPERS BMW KINGS MEADOW ROAD READING, BERKSHIRE	Contract
MRT LAND	Title
396BM151	Drawing No.
NOVEMBER 2017	Date
1:1250 (A2)	Scale
IA	Surveyor

 John Duxbury



ANNEXURE 2

Draft Planning Permission



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**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING AND COMPENSATION ACT 1991
THE TOWN & COUNTRY PLANNING
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015**

APPLICATION FOR FULL PLANNING PERMISSION

To: M&G RPF Limited Partnership, Thames Quarter Ltd & Lochailort Thames
Eagle House
108-110 Jermyn Street
London
SW1Y 6EE

Application No: 190809
Application type: Full Planning Approval

Applicant: M&G RPF Limited Partnership, Thames Quarter Ltd & Lochailort Thames

READING BOROUGH COUNCIL as Local Planning Authority **GRANT FULL** planning permission for the following development in accordance with the plans and supporting information submitted in connection with this application.

Proposal: Erection of a part 13-storey, part 23 storey building comprising 335 apartments in a mix of studio, one-bedroom, two-bedroom and three- bedroom units, residents' lounges, tech-hub, dining room, and cinema room, various rooftop outdoor amenity spaces, concierge/reception with coffee meeting area, gym, residents' storage facilities, post room, ancillary back-of-house facilities, 335 secure cycle parking spaces, car parking spaces, landscaping, and associated works (revision to planning permission 162166 dated 23/11/2017)(Part Retrospective)

At: Thames Quarter Kings Meadow Road Reading

Subject to such conditions and for such reasons as may be attached

**OTHER STATUTORY CONSENTS MAY BE REQUIRED
PLEASE READ THE NOTES ISSUED WITH THIS DECISION NOTICE**

Date:

Head of Planning, Development
& Regulatory Services



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Application At: Thames Quarter Kings Meadow Road Reading

Application No: 190809

Application type: Full Planning Approval

CONDITIONS & REASONS

1. The following detailed plans/sections, elevations and other relevant supporting material, including the internal layout of the buildings and uses are approved pursuant to planning permission 190809:

P-10000/A Site Location Plan

P-10001/A Block Plan

Received on 20th May 2019

151638-20X19 rev PR3 (elevation bay studies)

151638-20X18 rev PR3 (east elevation east bay - external treatments)

151638-20X17 rev PR3 (east elevation west bay - external treatments)

151638-20X16 rev PR3 (west elevation west bay - external treatments)

151638-20X15 rev PR3 (west elevation - east bay)

151638-20X14 rev PR2 (west elevation - external treatments)

151638-20X13 rev PR2 (east elevation - external treatments)

151638-20X12 rev PR3 (south elevation - external treatments)

151638-20X11 rev PR2 (north elevation - external treatments)

151638-20X08 rev PL1 (west elevation west bay)

151638-20X07 rev PL1 (west elevation east bay)

Received on 20th May 2019

151638-STL-XX-00-DR-L-ZZZZ-09000 revision PL11

Received on 18th August 2019

151638-09001 Rev P01 (landscape general arrangement floor 03)

151638-09002 Rev P01 (landscape general arrangement floor 10)

151638-09003 Rev P01 (landscape general arrangement floor 11)

151638-09004 Rev P01 (landscape general arrangement floor 12)

151638-09005 Rev P01 (landscape general arrangement floor 22)

Received on 20th May 2019

151638-STL-XX-00-DR-L-ZZZZ-09140 revision PL10

Received on 16th August 2019

151638-09141 Rev P01 (soft landscape works floor 03)

151638-09142 Rev P01 (soft landscape works floor 10)

151638-09143 Rev P01 (soft landscape works floor 11)

Date:

Head of Planning, Development
& Regulatory Services



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151638-09144 Rev P01 (soft landscape works floor 12)
151638-09145 Rev P01 (soft landscape works floor 22)
Received on 20th May 2019

151638-09300 Rev PL2 (site sections)
151638-09301 rev P03 (service entry zones)
151638-09400 Rev PL2 (typical tree pit)
151638-09401 Rev P01 (tree within planter details)
151638-09402 Rev P01 (step details)
151638-09403 Rev P01 (paving details)
Received on 20th May 2019

152067-STL-20X01 revision PL3 (North elevation)
152067-STL-20X02 revision PL3 (South Elevation)
152067-STL-20X03 revision PL3 (East elevation)
152067-STL-20X04 Revision PL3 (west elevation)
Received on 8th July 2019

152067-STL-20X02 (south elevation)
152067-STL-20X04 (west elevation)
152067-STL-20X05 (east elevation - east bay)
152067-STL-20X06 (east elevation - west bay)
Received on 20th May 2019

152067-STL-10X50 Rev PL1 (floor plan level 00)
152067-STL-10X51 Rev PL1 (floor plan level 01)
152067-STL-10X52 Rev PL1 (floor plan level 02)
152067-STL-10X53 rev PL1 (floor plan level 03)
152067-STL-10X54 Rev PL1 (floor plan level 04)
152067-STL-10X55 Rev PL1 (floor plan level 05)
152067-STL-10X56 Rev PL1 (floor plan level 06)
152067-STL-10X57 Rev PL1 (floor plan level 07)
152067-STL-10X58 Rev PL1 (floor plan level 08)
152067-STL-10X59 Rev PL1 (floor plan level 09)
152067-STL-10X60 Rev PL1 (floor plan level 10)
152067-STL-10X61 Rev PL1 (floor plan level 11)
152067-STL-10X62 Rev PL2 (floor plan level 12)
152067-STL-10X64 Rev PL2 (floor plan level 13)
152067-STL-10X65 Rev PL1 (floor plan level 14)
152067-STL-10X66 Rev PL1 (floor plan level 15)
152067-STL-10X67 Rev PL1 (floor plan level 16)
152067-STL-10X68 Rev PL1 (floor plan level 17)
152067-STL-10X69 Rev PL1 (floor plan level 18)

Date:

Head of Planning, Development
& Regulatory Services



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152067-STL-10X70 Rev PL1 (floor plan level 19)

152067-STL-10X71 Rev PL1 (floor plan level 20)

152067-STL-10X72 Rev PL1 (floor plan level 21)

152067-STL-10X73 Rev PL1 (floor plan level 22)

Received on 20th May 2019

For the avoidance of doubt, the landscaping plans above are approved insofar as they relate to the soft landscaping species only and further submissions, as required by the conditions below, will be required.

REASON: For the avoidance of doubt and to clarify which detailed plans/sections, elevations and other relevant supporting material are approved pursuant to permission 190809.

2. The hard and soft landscaping of the development hereby permitted shall be carried out fully in accordance with the details approved on 10/07/2019 under discharge of condition ref. 180423 unless otherwise agreed in writing by the Local Planning Authority. The hard and soft landscaping shall take place no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a timetable agreed in writing with the Local Planning Authority.

REASON: In order to ensure the satisfactory implementation of the landscaping hereby approved in accordance with Policy CC7, EN12 and EN14 of the Reading Borough Local Plan 2019.

3. All planted materials shall be maintained for five years from first planting and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with others of similar size and species to those originally required to be planted.

REASON: In order to ensure that provision is made to allow satisfactory maintenance of the landscaping hereby approved in accordance with Policy CC7, EN12 and EN14 of the Reading Borough Local Plan 2019.

4. Prior to first occupation, a landscape management plan including long term design objectives, management responsibilities, timescales and maintenance schedules for all landscape areas, other than privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall thereafter be carried out in accordance with the approved details and for the period specified.

Date:

Head of Planning, Development
& Regulatory Services



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REASON: In order to ensure that provision is made to ensure the satisfactory long-term management and maintenance of landscaped areas hereby approved in accordance with Policy CC7, EN12 and EN14 of the Reading Borough Local Plan 2019.

5. The approved remediation scheme shall be implemented and maintained in accordance with the details approved as contained within the letter dated 19.10.2018 from Reading Borough Council reference 181481/APPCON unless otherwise agreed and approved in writing by the Local Planning Authority. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas in accordance with Policy EN16 of the Reading local Plan 2019.

6. In the event that contamination is found at any time when carrying out the approved development not previously identified, development shall be halted on that part of the site the contamination reported in writing to the Local Planning Authority.

An assessment of the nature and extent of contamination shall be undertaken and where remediation is necessary a remediation scheme, together with a timetable for its implementation, shall be submitted in writing to the Local Planning Authority for its written approval.

The measures in the approved remediation scheme shall be implemented in accordance with the approved timetable. Halted works shall not be re-commenced until the measures identified in the approved remediation scheme have been completed and a validation report has been submitted to and been approved in writing by the Local Planning Authority.

REASON: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas in accordance with Policy EN16 of the Reading local Plan 2019.

7. The land gas protection strategy hereby approved in Reading Borough Council letter dated 26.04.2018 reference 180271/APPCON shall be fully implemented and completed before the development is first occupied and those measures incorporated into the development shall thereafter be retained unless the Local Planning Authority agrees otherwise in writing.

REASON: REASON: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas due to the presence of land gas in accordance with Policy EN16 of the Reading local Plan 2019.

Date:

Head of Planning, Development
& Regulatory Services



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8. Piling or any other foundation designs using penetrative methods shall be undertaken fully in accordance with the approved details under approved discharge of condition reference no. 180406 dated 10/07/2018.

REASON: In order to ensure that there is no resultant unacceptable risk to groundwater from pollution and does not create undue risks to occupiers of the site or surrounding areas in accordance with Policy EN16 of the Reading local Plan 2019.3

9. The development shall be constructed and retained in accordance with the approved foul & surface water drainage strategies under discharge of condition reference no. 180333/APPCON dated 25/04/2018, unless otherwise agreed in writing and approved by the Local Planning Authority.

REASON: To reduce the risk of flooding onsite or elsewhere in accordance with Policy EN18 of the Reading Borough Local Plan 2019.

10. The measures within the approved Construction Method Statement under discharge of condition reference no. 180406 dated 09/07/2018 shall be adhered to throughout the whole of the construction period (or as specified) unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of protecting the amenity of local land uses or neighbouring residents, the character of the area and highway safety in accordance with Policy CC8 and TR3 of the Reading Borough Local Plan 2019.

11. No construction, demolition or associated deliveries shall take place outside the hours of 0800hrs to 1800hrs Mondays to Fridays, and 0900hrs to 1300hrs on Saturdays, and not at any time on Sundays and Bank or Statutory Holidays without prior written approval from the Local Planning Authority.

REASON: In order to protect occupiers of nearby properties from unreasonable disturbance from works connected with implementing this permission in accordance with Policy CC8 of the Reading Borough Local Plan 2019.

12. No materials or green waste produced as a result of the clearance of the site, demolition works or construction works associated with the development hereby approved shall be burnt on site.

REASON: In the interests of air quality, the amenity of neighbours, and to promote more sustainable approaches to waste management in accordance with Policy CC8 of the Reading Borough Local Plan 2019.

Date:

Head of Planning, Development
& Regulatory Services



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Borough Council

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13. The materials to be used in the construction of the external surfaces of this development shall be as specified on the plans and/or application forms and under condition discharge application ref. 181858, unless otherwise agreed in writing with the Local Planning Authority.

REASON: In the interests of visual amenity and ensuring the new development responds positively to the local context and character in accordance with Policy CC7 of the Reading Borough Local Plan 2019.

14. The Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods shall be implemented in accordance with approved details under application ref. 180333/APPCON dated 25.04.2018. Any variation to the approved details must be submitted to and approved in writing by the LPA.

REASON: In order to reduce the risk of flooding onsite or elsewhere in accordance with Policy EN18 of the Reading Borough Local Plan 2019.

15. The secure windows/doors/other glazed areas (laminated glass) at ground floor level shall be installed in accordance with the approved details under discharge of condition application ref. 181187 (discharged 15.11.2018) before the development hereby permitted is first occupied and it shall be permanently maintained with such glass thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of safety and security of the users of the development in accordance with Policy CC7 of the Reading Borough Local Plan 2019.

16. The security/access control strategy to achieve a standard as described within 'Secured by Design Homes 2016' to ensure that the development shall achieve the Secured By Design standard shall be undertaken prior to first occupation and retained in accordance with those details approved under discharge of condition application ref. 181438 dated 30.04.2019. Any variation to the approved details must be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of safety and security of the users of the development in accordance with Policy CC7 of the Reading Borough Local Plan 2019.

17. The identified residential units meeting an accessibility standard equivalent to that set out at Part M, Category 2 of the Building Regulations 2010 (as amended) in accordance with those detail approved under condition discharge ref. 181187 dated 18.11.2019 shall be retained in accordance with the above standard for the lifetime of the development.

Date:

Head of Planning, Development
& Regulatory Services



Reading
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REASON: To ensure the development provides for access for all, in accordance with Policy H5 of the Reading Local Plan.

18. The approved scheme of means of ventilation for the extraction and dispersal of cooking smells/fumes from any of the communal areas shall be installed in accordance with discharge of condition application ref. 181438 dated 30.04.2019 before the use hereby permitted commences and thereafter shall be permanently retained and maintained in accordance with the approved specifications unless otherwise agreed in writing by the Local Planning Authority.

REASON: To safeguard the amenity of adjoining properties and to protect the general environment in the locality from smells/fumes in accordance with Policy CC8 and EN16 of the Reading Borough Local Plan 2019.

19. The bird nesting features approved under discharge of condition application ref. 181438 dated 30.04.2019 shall be fully implemented and retained for their intended use thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the ecological value of the site is enhanced post-development in accordance with Policy EN12 of the Reading Borough Local Plan 2019, the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017.

20. The mechanical ventilation, heating and recovery (MVHR) system and other associated measures approved under discharge of condition application ref. 181438 dated 30.04.2019 shall be fully implemented and retained in accordance with the approved MVHR and glazing systems unless otherwise agreed in writing by the Local Planning Authority.

REASON: To safeguard the amenity of occupiers and the area generally in accordance with Policy CC8 and EN16 of the Reading Borough Local Plan 2019.

21. There shall be no first use of the South-Westerly open amenity terrace on Level 13 152067-STL-10X64 Rev PL2 (floor plan level 13) as detailed within Condition 1 above) until samples and details of a parapet wall to a height of not less than 1.6 metres measured from the terrace deck level and to surround/enclose this terrace, have first been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the approved samples/details.

REASON: In the interest of amenity as wind/microclimatic conditions on this terraced would be uncomfortable and potentially unsafe in the absence of a suitable protective parapet wall in accordance with Policy CC8 of the Reading Borough Local Plan 2019.

Date:

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22. No commencement of the landscaped areas (whether at ground level or on any of the high-level terraces) shall take place until details of all/any external lighting to be installed within the relevant landscape/amenity/terrace areas has been submitted to and approved in writing by the Local Planning Authority. The details shall include a plan indicating the locations of the lights, specifications, height, luminance; lens shape/beam pattern and any hoods/shades. The approved scheme shall be installed before first occupation of the development for residential use and the external lighting shall thereafter be maintained and operated in accordance with the approved details. For the avoidance of doubt, this permission does not allow any external lighting up of the building itself and separate permission would be required.

REASON: In order to protect the privacy and amenity of adjoining and future occupiers and enhance the appearance of the development in accordance with Policy CC8 and EN16 of the Reading Borough Local Plan 2019.

23. Prior to installation of the MRT, a Schedule of Works for the completion of the temporary hardsurfacing between hedge 3a and Kings Meadow Road (as shown on drawing P10757-00-001-102 Rev. 01) shall be submitted to the Local Planning Authority for approval. The Schedule of Works shall include but not be limited to the specification of surfacing materials, the date by which the works shall commence, and the date by which the works shall be completed. The approved Schedule of Works shall be carried out and completed within six months of its approval by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory area is safeguarded for the approved Mass Rapid Transit (MRT) route, in the interests of encouraging non- car travel in the Borough and to provide a suitable standard of public realm in the interim period, where the MRT route (roadway surfacing) requirement comes after the development has commenced in accordance with CC6, CC9, TR1, TR2, EN14, CR11, CR3 and ER7 of the Reading Borough Local Plan 2019.

24. No part of the development hereby approved shall be first occupied until the development has been provided with sprinklers designed and installed in accordance with BS9251:2014 with enhanced performance in respect of extended duration time, increased design density and back-up power via an alternative supply, and in accordance with submitted document "Proposed Sprinkler System" Rev.01 dated 24 May 2018 by BB7. The sprinkler system shall thereafter be retained as installed and in full working order (with periodic checks) for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

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REASON: In the interests of the integrity and fire safety of this tall building development in accordance with Policy CR10 of the Reading Borough Council Local Plan 2019.

25. The development hereby permitted shall be only be undertaken in accordance with the submitted Flood Risk Assessment and Sustainable Drainage Strategy (T/18/2008/MCH/DS/1 dated 05/02/18). Furthermore, prior to first occupation of the development for residential use, all recommendations (including the identification and provision of safe access routes in a flooding event) as set out in the above strategy shall be undertaken/implemented and retained thereafter.

REASON: In order to comply with good practice building for flood resilience/safety in the flood zone and in accordance with Policy EN18 of the Reading Borough Local Plan 2019.

26. No occupation of dwellings for residential use shall take place until the dwellings and the communal/external areas of the development have been completed to the access standards as set out in Section 5.7 of the original Design and Access Statement (Thames Quarter, Reading - Design and Access Statement Rev A December 2018) as appended to the updated Design and Access Statement received on 20th May 2019 The development shall thereafter be retained in accordance with the approved standards.

REASON: in the interest of providing flexible and adaptable accommodation, in accordance with Policy H2 of the Reading Local Plan 2019.

27. No residential unit hereby approved shall be occupied until the Local Planning Authority has been notified in writing of the full postal address of the unit(s) hereby approved. The notification shall be sent to the Local Planning Authority quoting the application reference specified on this Notice.

REASON: In order that the Council can update its records to ensure that parking permits are not automatically issued to the occupiers of the new residential units hereby approved, and thus ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on street car parking in the area in accordance with Policy TR3 and TR5 of the Reading Local Plan 2019.

28. Prior to any agreement being entered into for a new occupation of, or transfer of any interest in, the residential unit(s) hereby approved, the prospective occupier/transferee shall be informed that there is no automatic entitlement to a car parking permit for any existing residential parking permit schemes and future schemes on adjacent and surrounding streets. All material used for advertising or marketing the residential unit(s) for letting or sale shall make it clear to prospective tenants and

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occupiers that they will not be automatically entitled to a parking permit, but any application for a parking permit will be considered on its merits.

REASON: In order that the prospective occupiers are made aware of the fact that while they can submit an application they will not be automatically entitled to an on-street car parking permit. In the interests of the proper management of parking, and to ensure that the development does not harm the existing amenities of the occupiers of neighbouring residential properties by adding to the already high level of on street car parking in the area Policy TR3 and TR5 of the Reading Local Plan 2019.

29. No mechanical plant shall be installed until a noise assessment of the proposed mechanical plant has been submitted and approved by the Local Planning Authority. The assessment shall be carried out for in accordance with BS4142:2014 methodology. The predicted specific sound level (LAeq,TR) (with reference to BS:4142) as measured at a point 1 metre external to the nearest noise-sensitive facade shall be at least 10dB below the pre-existing background sound level, LA90,T when all plant/equipment (or any part of it) is in operation. The predicted rating level, LAr,Tr (specific sound level plus any adjustment for the characteristic features of the sound) as measured at a point 1 metre external to the nearest noise-sensitive facade (habitable window of a dwelling) shall not exceed the pre-existing background sound level, LA90,T when all plant/equipment (or any part of it) is in operation. The plant shall thereafter only be installed in accordance with the assessment and shall thereafter be maintained so that it operates to the same standard.

REASON: To safeguard the amenities of the adjoining premises and the area generally, in accordance with Policy CC8 and EN17 of the Reading Borough Local Plan 2019.

30. Prior to first occupation of the development hereby approved, a strategy for the management of all service vehicle deliveries to the site (including all refuse/recycling arrangements) shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall be based on the submitted document, 'Illustrative Framework Building

Management Plan, former Cooper Reading BMW premises, Kings Meadow Road, Reading RG1 8BN', dated March 2017 by Lochailort Ltd. Servicing of the development shall thereafter only take place in accordance with the approved strategy.

REASON: In the interest of the safety and convenience of all highway users in accordance with Policy TR3 and TR5 of the Reading Local Plan 2019.

31. The development hereby permitted shall not be first occupied for residential use until the accesses and all vehicle parking space(s), including those indicated for disabled persons have been provided in accordance with the approved plans in

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Condition 1. The space(s) shall be kept available for parking at all times thereafter. For the avoidance of doubt, all spaces marked out for the Car Club on the approved plans shall be for Club cars only and furthermore, the development hereby approved shall accommodate a maximum of 49 car parking spaces.

REASON: To ensure that the development is provided with adequate parking facilities to meet the needs of future occupiers and reduce the likelihood of roadside parking which could be a danger to other road users in accordance with Policy TR3 and TR5 of the Reading Local Plan 2019.

32. Prior to first occupation of the development hereby approved, the refuse and recycling storage facility shall be implemented fully in accordance with those details shown on the approved plans and thereafter retained 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 CC7 of the Reading Local Plan 2019.

33. Prior to first occupation of the development hereby approved, the bicycle parking facilities shall be implemented fully in accordance with the plans hereby approved under condition 1. The facility shall be kept available for bicycle parking at all times and retained thereafter.

REASON: To encourage travel by sustainable alternatives to driving a motorcar in accordance with Policy TR1 and TR5 of the Reading local Plan 2019.

34. The development hereby permitted shall be undertaken in accordance with the submitted Sustainability Statement (Sustainability Statement, Thames Quarter, Reading, ref. WED10098 Issue 03, Status: Final by Hurley Palmer Flatt, dated 16/11/2016) and submitted Energy Statement ('Energy Statement, Thames Quarter, Reading ref. WED10098 Issue 03, Status: Final, dated 16/11/2016 by Hurley Palmer Flatt) as supplemented by later addendum letter on energy efficiency and CO2 emissions (by Lochailort, dated 10/4/2017) and retained thereafter.

REASON: To ensure that the development is carried out in accordance with sustainable building standards in accordance with Policy CC2 and H5 of the Reading Borough Local Plan 2019.

35. No later than three months from first occupation of the development, written documentary evidence shall have been submitted to, and receipt acknowledged in writing by, the Local Planning Authority demonstrating that 50% of the dwellings hereby permitted have achieved a minimum of a 19% improvement in the dwelling

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emission rate over the target emission rate, as defined in The Building Regulations for England Approved Document L1a: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence shall be in the form of an As Built Standard Assessment Procedure, produced by an accredited energy assessor. The development shall thereafter be retained in accordance with the approved evidence.

REASON: To ensure that the development is carried out in accordance with sustainable building standards in accordance with Policy CC2 and H5 of the Reading Borough Local Plan 2019.

36. All lifts as shown on the approved plans in Condition 1 shall be retained in working order in full accordance with the manufacturer's instructions, for the lifetime of the development hereby approved.

REASON: To ensure this development is suitable in terms of equality of access in accordance with Policies CC6 and CC7 of the Reading Borough Local Plan 2019

37. For the avoidance of doubt, no building maintenance units (BMUs) or other cleaning apparatus shall be installed on the development hereby approved.

Reason: As no such details have been submitted with the application and must be assessed in the interests of the design and architecture of the development and the skyline of the Borough in accordance with Policies: CC7, CR2, CR10 of the Reading Borough Local Plan 2019.

38. Prior to first occupation, full details of an Electric Vehicle (EV) Charging Scheme comprising a layout plan and detailed specification for a minimum of ten percent of all vehicle parking spaces within that Plot to be provided with electric vehicle charging points, and a further ten percent of spaces provided with cabling and other supporting infrastructure reasonably required to enable EV charging points to be fitted, shall be submitted to and approved in writing by the Local Planning Authority. No unit shall be first occupied until the Scheme has been fully provided in accordance with the approved details. The spaces shall be maintained for vehicle charging in accordance with the approved Scheme at all times thereafter.

REASON: In the interests of environmentally sustainable transport in accordance with Policy TR3 and TR5 of the Reading Local Plan 2019.

39. A full Travel Plan must be submitted and approved by the Local Planning Authority within 6 months of first occupation of the development hereby approved. The Travel Plan shall be produced in line with the Framework Residential Travel Plan (Volume I) listed within Condition 1. The Travel Plan should actively promote sustainable travel

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and reduce car ownership through a reduced parking strategy and provision of 3 car club vehicles on site (which could be expanded to 4 vehicle subject to demand).

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and to encourage modes of travel other than the private car in accordance with Policy TR1 of the Reading Local Plan 2019.

40. No later than one year following the first occupation of the development (and every year thereafter for the duration of the use on the site), an annual review of the Travel Plan shall be submitted to and approved in writing by the Local Planning Authority, and any appropriate travel measures to promote sustainable travel and reduce car ownership for the duration of the review period of the Travel Plan shall be implemented.

REASON: in order to minimise danger, obstruction and inconvenience to users of the highway and to encourage modes of travel other than the private car in accordance with Policy TR1 of the Reading Local Plan 2019.

41. No change to the unit mix (Studio - 36 units, One bed - 112 units, Two bed - 169 units, Three bed - 18 units) shall be made to the development hereby permitted without written approval from the Local Planning Authority through a planning application made for that purpose.

REASON: In order to ensure that the proposed development provides an appropriate range of housing opportunities and dwelling types to meeting requirements for different groups, in accordance with Policy H2 of the Reading Borough Local Plan 2019.

INFORMATIVES

1. The Local Planning Authority has worked positively and proactively with the applicant to resolve relevant matters to allow permission to be granted within the agreed extended timescale for this application, to allow the decision to be issued.

2. Your attention is drawn to the terms and conditions of this planning permission. Any development which is carried out but which differs materially from the approved plans and details, or does not comply with any condition(s) or planning obligation(s) attached to the permission may result in the Council taking action to remedy the breach of planning control. If you are in any doubt please contact the Council.

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3. In accordance with Article 35 (DMPO 2015) some conditions have been highlighted to make clear that they require approval from the local planning authority before any development begins. This is because the details need to be designed or works implemented before any other works start on the site or are of a nature that it would be impractical to consider after work has started.
4. Your attention is drawn to the requirement for submission of a separate Building Regulations application for the proposed development. Please contact RBC Building Control on 0118 937 2449 for advice.
5. A section 106 Agreement has been completed for this development. A copy of the S106 Legal Agreement is available on the Council's Public Register of Planning Decisions.
6. With regard to the tallest element of this development, aircraft warning lights/aviation warning lighting may be required and this may also apply to cranes during construction. Please contact the Civil Aviation Authority for further advice.
7. The attention of the applicant is drawn to Section 59 of the Highways Act 1980, which enables the Highway Authority to recover expenses due to damage caused by extraordinary traffic. ii) Any works affecting the Highway shall be in accordance with Reading Borough's Council's document "Guidance Notes for Activities on the Public Highway within the Borough of Reading". The applicant should note that compliance with this document is mandatory and licences to work on the Highway will only be issued if the requirements contained within it are met. A copy can be obtained from the Council's website.
8. Complaints are commonly received about noise and dust caused by construction and demolition works, particularly working outside reasonable hours and smoke from bonfires associated with the burning of waste on site. The developer is reminded that construction and demolition associated with the approved development will be subject to environmental health law.
9. During the course of construction, the developer should take care to ensure that no part of this development would encroach on, under or across the boundary line with the adjoining property, as the requisite Notice has, or may not have been, served on the owner of that property. Furthermore, this planning permission does not confer any right of access onto land that is not under the developer's control. Head of Planning, Development KR & Regulatory Services.
9. During the course of construction, the developer should take care to ensure that no part of this development would encroach on, under or across the boundary line with the adjoining property, as the requisite Notice has, or may not have been, served on the owner of that

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property. Furthermore, this planning permission does not confer any right of access onto land that is not under the developer's control.

10. To minimise the disturbance by noise of future residential occupiers of the flats and its effect on neighbouring residents, residential accommodation must be designed and constructed or converted so as to achieve the insulation requirements set out in Building Regulations Approved Document E.

11. The Council introduced the Community Infrastructure Levy (CIL) on 1st April 2015. CIL is a way of securing financial contributions towards infrastructure from new development, and partially replaces the Section 106 planning obligation regime. It is a set charge per sq m of floorspace for different uses, and, unlike Section 106, it is non-negotiable. It applies to developments which result in at least one dwelling; where the space has not been in lawful use for 6 months within the last 3 years or 100 sq m of new floorspace. For this approved development the CIL status is: Chargeable. If chargeable you will be sent a CIL Liability Notice with the calculated amount soon. CIL becomes payable on commencement of the development or by instalments.

For more information go to:

http://www.reading.gov.uk/media/2791/Community-Infrastructure-Levy-Applicants/pdf/CIL_Advice_to_Applicants.pdf

Advice-to-

12. The occupiers of the residential units will not be entitled to an on-street car parking Permit. The parking permit conditions above place a requirement that the Council be notified of postal addresses of the residential units before occupation and that the occupiers/transferees be informed of the prohibition on entitlement to a car parking permit. There is already a high level of on-street car parking in the area and the site is located close to local facilities, with frequent public transport services on nearby roads.

13. Please note Thames Water's requirements as previously communicated on this application and the Statutory Undertaker's rights/easements which apply to this land.

14. The Developer is advised to note Network Rail's requirements for developments close to railway line/land, as supplied by Network Rail on this planning application.

15. You are advised that the development lies on a known contaminated site with recorded incidents. Due to the nature of the historic land use there is the potential of contaminated land being present. The developers must be aware that any ground or enabling works may bring receptors into contact with the aforementioned contaminants. You may wish to satisfy yourself that the details of the construction proposals take the necessary account of the possibility of contaminants from that source.

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16. The Environment Agency advises the following in relation to pollution:

This site is currently undergoing voluntary remediation following a pollution incident (waste oil tank leak) when oil was noted in a nearby watercourse. To date, the EA has largely been satisfied with the work that has been undertaken, however areas of contamination are known to remain due to access restriction from existing buildings. Site investigations to date have encountered pockets of significant contamination, generally, but not exclusively associated with the oil leak. There is the potential for additional areas of contamination other than those previously identified. These could potentially affect sensitive controlled water receptors including underlying aquifers and nearby watercourses. Widespread site-wide, cross-contamination has not been encountered and is not expected to be encountered. The current accepted risk assessment following the pollution incident did not consider piling at this site. Piling could potentially mobilise existing contamination from near the surface into the chalk principal aquifer. As such, existing risk assessments are likely to need to be revisited to see if piling is likely to alter the potential risk of existing contamination.

DRAFT

Date:

Head of Planning, Development
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NOTES

APPEALS TO THE SECRETARY OF STATE

If you are aggrieved by the decision of the Council to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against the Council's decision on the application you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and you want to appeal against the Council's decision on your application, you must do so within 28 days of the date of service of the enforcement notice, or within 6 months (or 12 weeks in the case of a householder appeal) of the date of this notice, whichever period expires earlier.

If the above circumstances do not apply, any appeal must be made within the following time limits.

If this is a householder application and you want to appeal against the Council's decision then you must do so within 12 weeks of the date of this notice. If this is an advertisement application and you want to appeal against your local planning authority's decision then you must do so within 8 weeks of the date of this notice. If you want to appeal against your local planning authority's decision for any other type of application (which is not a householder or advertisement application, or an application for a Certificate of Lawfulness) then you must do so within 6 months of the date of this notice.

Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>.

If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

Purchase Notices

If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Street Naming & Numbering

You must contact Reading Borough Council to:

- Name or number a new development
- Name a new street
- Get addresses for flat conversions
- Name or rename an existing building

Otherwise the following may occur:

- You will not have an official address or postcode. When your property goes through the official process it may be given a different address and Postcode than you are currently using.
- You may have difficulty receiving mail
- You may have problems when buying goods or services such as utilities and telecommunications
- The emergency services may have difficulty locating you.
- You may have problems accessing Council services such as Education, Parking Services and Electoral Registration.

The Council is responsible for assigning house names and numbers and street names. It is also responsible for updating the National Land and Property Gazetteer (NLPG) which is a list of addresses which meet a common standard (BS7666) used throughout the country.

When a new address or change of address is requested, the Council contacts Royal Mail who check the address on behalf of the Emergency Services, assign a postcode and add it to their Postal Address File (PAF). The PAF list is used by many companies and services to check addresses, authenticate transactions and order goods, as well as deliver mail, so it is in your interest for your address to be on that list. Royal Mail will not create an address until requested to do so by the Council.

How to apply:

Email us using streetnamingnumbering@reading.gov.uk

Or telephone us on 0118 9373737

What we need to complete your request:

For new addresses or flat conversions:

- Site layout plan containing plot numbers
- Location plan - No bigger than A3 size (hard copy, PDF, JPEG or AutoCAD) showing the site boundary, including the new development, together with surrounding buildings for reference
- Anticipated completion and occupation dates

For change of address:

- You must be, or have authorisation from, the owner to request a change of address.
- Floor plan of the existing property
- Reason for change

Once created, the Council informs various bodies of your new address including the Emergency Services, Council Tax, Land Registry and utility companies as well as adding it to the National Land and Property Gazetteer.

Please be advised that companies and services using the PAF file only update the addresses monthly, quarterly or even less frequently, therefore it may take a while for your address to be listed in some places. It will, however, appear on the Royal Mail website within a few days once it has been added to the live address file.

Reading Borough Council has no control over the frequency by which other organisations update their address files.

ANNEXURE 3

Employment and Skills SPD

Employment, Skills and Training

SUPPLEMENTARY PLANNING DOCUMENT

Final Adopted April 15th 2013

Planning Section
Local Development Framework Team
Reading Borough Council
Civic Centre
Reading RG1 7AE

Email: ldf@reading.gov.uk



www.reading.gov.uk



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Reading Borough Local Development Framework

Supplementary Planning Document

EMPLOYMENT, SKILLS & TRAINING

Core Strategy Policies: CS3, CS9, CS13
Sites and Detailed Policies Document Policy: DM3

FINAL ADOPTED SPD APRIL 2013

Head of Planning and Building Control
Reading Borough Council

April 15th 2013

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1.0 Purpose and Status of the Document

- 1.1 This is adopted by Reading Borough Council as a Supplementary Planning Document (SPD). It is a material consideration in the determination of planning applications.
- 1.2 The purpose of this document is to set out the obligations which will be sought from developers at the construction and end user phases of development to contribute towards a range of employment, skills and training measures to mitigate the impacts of development to ensure that local people can better access job opportunities arising from new development.
- 1.3 The Employment, Skills and Training Supplementary Planning Document (SPD) forms part of the Local Development Framework (LDF). A SPD is a lower-level document that expands upon existing policy within a higher-level Development Plan Document (DPD). In this case, the SPD provides further detail to adopted (2008) Core Strategy Policies *CS9: Infrastructure, Services, Resources and Amenities*, which identifies the requirement for planning obligations “in order to ensure that the development is both sustainable and contributes to the proper planning of an area in accordance with relevant planning policies”; *CS13: Impact of Employment Development*, which requires employment development to provide mitigation measures in line with its impacts on the demand for housing (including affordable housing), labour and skills, and on the transport network; and adopted (2012) Sites and Detailed Policies Document (SDPD) Policy *DM3: Infrastructure*, which sets out priorities for infrastructure planning and includes economic development services and infrastructure including skills development initiatives.
- 1.4 The SPD also contributes towards delivering the aims of adopted Core Strategy Policy *CS3: Social Inclusion and Diversity*, which requires that major developments demonstrate measures to enhance social inclusion in terms of access to a range of services including employment, and that new development does not result in or increase the potential for economic and/or social disparity.
- 1.5 This SPD replaces Section 5 Economic Development Measures of the adopted Planning Obligations under S106 of the Town and Country Planning Act 1990, Supplementary Planning Guidance (final SPG Amended 2004). Other Sections of that SPG currently remain operational.

2.0 Context

- 2.1 Reading was originally identified as a regional 'Hub'¹ and one of eight 'diamonds' for investment and growth, within the South-East's Regional Economic Strategy 2006-2016 (2006). It was also designated as a 'New Growth Point'². Although neither the New Growth Point Status nor 'Diamond' are now applicable, the Council's policies and position reflect the emphasis on sustainable growth inherent in the development of these policies and initiatives. Reading welcomes sustainable growth and planning policies continue to reflect that emphasis.
- 2.2 Reading is once again listed as one of the top economies in the UK (2012)³ in terms of being best placed for a private sector led recovery. However, The Local Economic Assessment of the Reading Diamond (2010) highlights weaknesses of a *"poorly achieving underclass in education and skills especially at the entry and basic levels"*. It goes on to highlight that *"the skills and education level of the labour force" is a "crucial dimension of the Diamond's future economic vitality, flexibility and competitiveness..."*⁴.
- 2.3 Despite growth over the decade to 2011, especially in B1 (knowledge intensive) uses, 30% of Reading's working age population still lack level 2 qualifications (i.e. basic skills). The continued failure to improve local skills levels will inhibit economic growth. Significant predicted jobs growth locally and sub regionally presents the opportunity to maximise skills development and employment opportunities for local people through securing contributions from developers. This is to mitigate against their developments, contributing to Reading's current 'skills mismatch' and skills shortages.
- 2.4 A better, appropriately skilled local workforce can provide a pool of talent to both developers and end occupiers. This will reduce the need to import skills, and in doing so reduce congestion and unsustainable travel to work modes, reduce carbon emissions and the pressure on the local housing infrastructure.

3.0 Policy Background

- 3.1 The **National Planning Policy Framework (2012)** sets out the Government's commitment to securing economic growth. With

¹ A focus for improvements to accessibility, for higher density land uses, and for high quality transport interchange facilities - Regional Spatial Strategy for the South East

² Areas proposing an average rate of new housebuilding at least 20% higher than set in plans in October 2003.

³ Centre for Cities Outlook 2012

⁴ Reading Diamond's Local Economic Assessment, 2010

regard to business needs it states that *“Local planning authorities [LPAs] should have a clear understanding of business needs within the economic markets operating in and across their area”*. This includes *“..working closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability”*. Included within the areas which LPAs should assess, using their evidence base, are *“locations of deprivation which may benefit from planned remedial action.”*

- 3.2 Reading’s **Sustainable Community Strategy** (SCS, April 2011) includes the key themes of ‘People, Place and Prosperity’. Under the Prosperity theme the SCS identifies as paramount the need to *“embed sustainable economic growth solutions”*. One of the current challenges highlighted is the need to improve employment and skills outcomes. In terms of addressing this challenge the SCS recognises the need to diversify the economy through ensuring that more local people are able to access jobs and employment, and those in work have the skills required to prosper. The SCS identifies that there will be a focus on activities which develop skills for business, to improve competitiveness, and ensuring development offers opportunity for local people, e.g. increase the number of apprenticeships offered by local employers. A more coherent and focussed approach to improving training and skills outcomes through S106 will help to contribute to these priorities.
- 3.3 **“Driving Reading’s World Class Economy - An Economic Development Strategy,”** Reading UK CIC (2011)⁵, summarises the key issues emerging from the Local Economic Assessment (2010)⁶, as:

1. Promoting and sustaining the local economy;
2. Skills and education; and
3. Transport, housing and infrastructure.

The Strategy identifies that the skills and abilities of our workforce are vital to sustaining economic potency. One of the key outcomes identified is a more highly skilled workforce with this objective being achieved by *“employment & skills plans implemented for major development sites as part of the Skills for Business [SfB] campaign”*

- 3.4 The Council’s adopted **Core Strategy** Policy CS13: Impact of Employment Development, specifically deals with the impacts of employment development and the need to mitigate the impacts including, but not exclusively, with regard to skills and childcare. There is specific reference to maximising the potential of the existing population to fill jobs, through improving their skills. The Core

⁵ <http://www.livingreading.co.uk/economic-development-strategy>.

⁶ <http://www.livingreading.co.uk/local-economic-assessment>

Strategy also focusses on the social effects and policy CS3: Social Inclusion and Diversity states that *“major developments should demonstrate measures to enhance social inclusion in terms of access to housing, employment, services,”*. The accompanying text identifies that *“planning processes must recognise the potential for disparities and deprivation, ensuring that new development does not result in, or increase the potential for, economic and/ or social disparity”*. Policy CS9: Infrastructure Services, Resources and Amenities, identifies the requirement for planning obligations *“in order to ensure that the development is both sustainable and contributes to the proper planning of an area in accordance with relevant planning policies”*.

- 3.5 A more detailed policy is set out in the **Sites and Detailed Policies Document**, Policy DM3: Infrastructure. This sets out priorities for infrastructure planning and includes economic development services and infrastructure, including skills development initiatives and childcare.
- 3.6 Promoting employment skills and training opportunities for local people will generate local employment opportunities and reduce carbon emissions, all of which will contribute to sustainable economic development. Focusing activities largely at those most marginalised from the workforce, including those that lack the skills required by employers, will help reduce deprivation and improve social inclusion.

4.0 Justification

- 4.1 The National Planning Policy Framework (CLG, 2012) states that planning obligations should only be sought where they meet all of the following tests:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 4.2 Local planning policies are clear that employment generating development should provide mitigation measures in line with its impacts on the demands for housing, labour and skills and on the transport network. Reading Borough Council's adopted Core Strategy states that *“the tight labour market of Reading...means that additional employment development could result in still greater pressures on housing in the Borough, more congestion and longer commuting distances.”*
- 4.3 As well as a lack of basic skills there is also evidence of a shortage of skills in specific sectors from within Reading's working age

population, which clearly affects their ability to access new jobs being created. New development and employment growth will exacerbate existing skill shortages. This will lead to a greater proportion of the labour supply being sourced from outside of Reading which creates unsustainable long distance commuting or added pressure on housing. In addition there is the need to expand the local labour market in line with growth of employment from new development, to avoid detrimental impacts on other local employers.

- 4.4 Seeking planning obligations to maximise the potential of the existing population to compete for the jobs being created, whether during the construction phase or end user phase, through improving their skills levels, is necessary to ensure that future development is economically and socially sustainable, and that barriers to employment for those marginalised from the workforce are removed.
- 4.5 Developers often identify projected employment outcomes as part of the justification for development. It is important therefore that the impacts of economic development are mitigated and the economic benefits of new development in terms of improved local skills and employment outcomes are realised.
- 4.6 The recession has had a marked impact on Reading businesses and residents, with a sharp increase in the unemployment rate, which has resulted in greater competition for jobs making it increasingly difficult for those people with low skills to access employment. There is also evidence that the current economic climate is impacting more heavily on the most vulnerable communities as there are 12 Super Output Areas (SOAs)⁷ within 20 percent of the most deprived in England compared with 11 in 2008 and 8 in 2004⁸, indicating a growing inequality. Education, skills and training deprivation is a particular issue in Reading, with nine Super Output Areas within the 10% most deprived in England, seven of which are in south Reading.
- 4.7 Not only is it clear that skills levels are a key determinant of a sustainable local economy, but they also have an impact on employment opportunities and thus an individual's economic prosperity. Up-skilling the area's labour force will be key to maintaining its economic competitiveness. It will also bring wider benefits in terms of income equality and, potentially, a reduction in child poverty. Securing obligations for skills development and employment of local people will be necessary to enhance social inclusion by reducing the potential for economic and social disparity, another key policy driver at the local level.

⁷ Super Output Areas are a new geography designed by The Office for National Statistics (ONS) for the collection and publication of small area statistics.

⁸ Index of Multiple Deprivation 2007, DCLG

5.0 Types of Employment, Skills and Training

- 5.1 There are two key areas of employment, skills and training for which S106 planning obligations will be sought. The first is the *construction phase* for all large developments, the second at the *end user phase* of large commercial development. The measures will seek to mitigate the impacts of development through ensuring that local people can better access job opportunities arising from development.
- 5.2 Planning obligations secured through S106 will be used to assist local residents to receive training during the construction phase, and to support/ provide the training and skills needed to access the new job opportunities created by the developments' end-user. During the construction phase, developers will be expected to make best efforts to employ local contractors, subcontractors, apprentices and trainees.
- 5.3 For both the construction and end-user phases, developers and occupiers will need to be committed to working with the Council (and Reading's economic development company)⁹ to develop a site specific *Employment and Skills Plan (ESP)*. The S106 agreement will require the implementation of the approved ESP. **Funding to deliver the ESP outcomes will be the responsibility of the developer working in consultation with the Council, its ESP delivery partner and relevant skills and employment delivery partners. This will be based on meeting a specified number of training/ apprentice/up-skilling outcomes.**
- 5.4 ESP's typically cover the following outcomes (both construction & end use phases):
- Number of apprenticeships
 - Employment/training initiatives
 - Training and work experience for younger people, including those who are not in employment, training or education (NEET)
 - Best endeavours to maximise local labour
 - Local procurement agreement - potential for local businesses to be included in tender lists.
- 5.5 Delivery of the ESP will require collaboration between a large number of agencies and organisations. Reading's economic development company, will work with the developer/end user and will provide assistance and guidance in identifying the most appropriate providers/ suitable delivery partners to match the skills and training needs of the ESP. The SfB coordinator will monitor the overall ESP.

⁹ Reading UK CIC is Reading's economic development company and is responsible for delivering skills priorities on behalf of the Local Strategic 2020 Partnership, and coordinate the delivery of publically funded 19+ accredited skills and training.

- 5.6 **A financial contribution will be sought where a developer chooses not to implement an ESP.** The contribution will deliver a package of training and skills outcomes for local people. The funding required will be based on the calculation in Section 6. below. The SfB coordinator will deliver a detailed, fully costed ESP (to be agreed with a developer). This will be for training and skills outcomes commensurate to the scale of the development including skills coordination, targeted support programmes, job brokerage schemes and Skills for Business Initiatives. Examples of initiatives are set out below.
- 5.7 The Council would welcome other innovative approaches to delivering employment, skills and training outputs, which could include collaborative working between more than one developer. There would, however, still be an overseeing role for the SfB coordinator.

Construction Phase

- 5.8 Funding secured through S106 planning obligations for construction skills will support construction specific training for local people. There are a range of courses which currently exist through mainstream college provision, Pre Employment Training and Sector Based Work Academies. The types of training might include the following:

Pre-Employment Training - construction:

- Up to 30 hours a week for a maximum of 2 weeks;
- Up to 5 days work experience on site;
- Training equipment and materials
- CV and interview preparation and techniques;
- Personal safety equipment
- Reasonable expenses relating to training (e.g. travel)
- Issue of appropriate site safety 'licences' (i.e. CSCS)

Sector Specific Training Activities

- 19+ construction qualifications where not funded elsewhere;
- Site visits for school and education projects;
- Construction related costs for skills and training to support local community projects;
- Construction apprenticeship places
- Contribution to Skills for Business Co-ordination¹⁰ where appropriate.

Partners involved in delivering training include New Directions, Reading College and JobcentrePlus, amongst others.

¹⁰ Currently operated by Reading UK CIC

End User Phase

- 5.9 Examples of what end user funding secured through S106 might deliver are as follows (refer also to Appendix 2):

Taking the scenario of a 200 bedroom 4* hotel with associated facilities, based on an employment density of 1 employee per 1.25 bedrooms = 160 staff (using employment density information from Appendix 3)

Pre Employment Training - Catering & hospitality:

- Up to 30 hours a week for a maximum of 2 weeks;
- Up to 5 days work experience;
- Purchasing training and materials
- Food hygiene, first aid and COSHH training;
- CV and interview preparation and techniques.

Sector Specific Training Activities

- Work trials;
- Job related equipment - i.e. chefs whites, knives;
- Customer service training - i.e. Worldhost;
- 19+ qualifications where not funded elsewhere¹¹;
- Sector specific apprenticeship places;
- Contribution to Skills for Business Co-ordination¹².

Partners involved in delivering training include New Directions, Reading College and JobcentrePlus amongst others.

¹¹ Most courses will be funded via JobcentrePlus or colleges, for those out of work, however, there is a real need, supported by labour shortage data to broaden the offer to those that might be in work, to help them up-skill to increase their economic activity/ productivity and skills

¹² Currently operated by Reading UK CIC

6.0 How will contributions be calculated and which developments will pay?

Type of Economic Development Measure	Proposed use/s to contribute	Size of development to contribute	Rate/ means of calculation
Construction Phase	All	Major applications: -Commercial and other uses of gross internal floor area of 1000m ² / 1ha or more; -Residential - 10 units/ 0.5ha or more	Where an agreed ESP is provided by a developer for them to deliver it will be based on construction benchmarks from the National Skills Academy for Construction projects (refer to Appendix 1), and labour market patterns in the industry. These set out the expected levels of employment, apprenticeships and training for the size of development, based on the total construction cost. A monitoring fee will be required for the Skills for Business Coordinator (SfBC) to monitor the agreed ESP. The fee for this will be £25 per training output as agreed through the ESP. If a developer chooses not to provide an ESP themselves then a financial contribution will be sought and will be based on the following calculation: $\text{£2,500}^{13} \times \text{Gross internal floor area of scheme (m}^2\text{)} / 1000\text{m}^2$ This contribution will be used to fund and deliver the relevant employment, skills and training outcomes. These will be commensurate to the scale of the development, as set out in a detailed, fully costed ESP, developed by the Skills for Business Co-ordinator (SfBC). 3% of the total contributions will be used to support the role of the SfBC. The SfBC will be responsible for working with developers to develop and deliver all ESP objectives, to maximise their reach to local people and to report progress including confirmation that all ESP outcomes have been discharged. The SfBC will work across a network of Skills for Business training providers thus providing the developer (and Council) with a single point of contact for all ESP related matters. They will regularly liaise with JobcentrePlus to ensure that clients are able to access ESP training.

¹³ Average cost of construction training

Employment, Skills and Training SPD

End User	All commercial/ employment generating uses	Gross ¹⁴ internal floor area of 1000m ² or more	End use ESP's will be developed using the expertise and experience of appropriate Sector Skills Councils, local labour market intelligence and appropriate employment density calculations - see Appendix 2: Definition of the end user training initiatives outputs, and Appendix 3: Employment Density. End use ESP's will be negotiated on a case by case basis for all appropriate developments and will seek to maximise the following outcomes; • Number of apprenticeships generated • Employment/training for unemployed • Training and work experience for younger people • Maximising local labour - minimum 50% A monitoring fee will be required for the Skills for Business Coordinator (SfBC) to monitor the agreed ESP. The fee for this will be £15 per training outputs as agreed through the ESP.
			If a developer chooses not to provide an ESP themselves then a financial contribution will be sought and will be based on the following calculation: Gross internal floor area of development (m²) / average employee density for development type¹⁵ x target percentage of jobs filled by Reading residents (50%) x percentage without level 2 skills (30%) x £1500¹⁶ This will be used to fund the relevant employment, skills and training initiatives as defined in an ESP developed by the SfBC. 3% of the total contributions will be used to support the Skills for Business Co-ordinator (see above for the SfBC role). All training will lead to accredited qualifications.

¹⁴ Consideration will be given to basing the calculation on the net increase, where some/ all of the floorspace has been in continuous use for at least 6 months in the 12 months leading up to the submission of the planning application

¹⁵ Using HCA Employment Density figure – See Appendix 3

¹⁶ Average cost of end user related training

APPENDIX 1: BENCHMARKS TO BE USED IN CONSTRUCTION EMPLOYMENT SKILLS PLANS (ESP), AND DEFINITIONS OF THE OUTPUTS

The National Skills Academy for Construction - Client Based Approach was launched in June 2011 after being piloted in certain local authorities. This defines Employment and Skills based benchmarks for developments based on build cost. The benchmarks have been set as a result of experience from the National Skills Academy for Construction projects and an analysis of labour patterns in the industry. The benchmarks have been amended slightly to reflect Reading's local priorities - namely;

- Increased apprenticeships
- Employment/training for unemployed
- Training and work experience for younger people
- Maximising local labour - minimum 50%

They have been prepared across a range of different construction value bands in terms of outputs and scope of employment and skills which they support and will be used as basis for drawing up the ESP.

To calculate the number of outputs the table is used as follows:

Multiply the benchmark multiplier for the appropriate band by the full construction value of the scheme divided by 1,000,000.
e.g. Apprenticeships - for an £8m scheme = $(8,000,000 \times 0.6) / 1,000,000 = 5$.

Note: The figures should be rounded to the nearest whole number for the purposes of setting the target outputs.

Benchmark Table: For Construction Employment and Skills Plan (ESP)

Employment and Skills Outputs	Band 1 1m- 3.49m	Band 2 3.5m- 9.99m	Band 3 10m- 19.99m	Band 4 20m- 29.99m	Band 5 30m- 39.99m	Band 6 40m- 49.99m	Band 7 50m- 59.99m	Band 8 60m- 69.99m	Band 9 70m- 79.99m	Band 10 80m- 89.99m	Band 11 90m +
(A) Apprentices - applicable to all developments lasting 12 months or longer Created 16-18	0	0.3	0.28	0.26	0.25	0.24	0.23	0.22	0.19	0.18	0.17
Created 19+	0	0.3	0.28	0.26	0.25	0.24	0.23	0.22	0.19	0.18	0.17
(B) Employment Initiatives Progression into employment - Unemployed less than 6 months	1.3	1.1	0.5	0.5	0.5	0.5	0.5	0.5	0.35	0.35	0.35
Progression into employment - Unemployed more than 6 months/ including Work Programme Progression into employment - young people aged 16-24	0.8	0.8	0.6	0.6	0.5	0.5	0.3	0.3	0.3	0.3	0.25
CC Construction: all developments generating 50 jobs (FTE's) or more over the entire build cycle to participate in a construction trade related Sector Based Work Academy (SWBA) exclusively for young people (minimum cohort x 10 - leading to 5 guaranteed on-site jobs). SWBA required for each 50 FTE jobs on site											
(C) Training initiatives - new entrants School/College/University site visits (no of students)	5.0	5.0	3.0	2.5	2.2	2.0	1.80	1.50	1.50	1.50	1.5
Work experience 14 - 16 years (no of persons)	0.50	0.30	0.20	0.30	0.30	0.30	0.25	0.25	0.25	0.25	0.25
Work experience 16+ years	2.0	1.5	1.0	0.50	0.40	0.35	0.30	0.27	0.25	0.22	0.22
Work experience NEETS	1.0	0.30	0.20	0.25	0.25	0.25	0.25	0.25	0.20	0.20	0.20
(D) Maximising local employment	Target 50% local										

Definitions of Outputs Identified in the Benchmark Table: For Construction Employment and Skills Plan (ESP)

First principles

The parties to this agreement agree to work collaboratively to maximise training and skills outcomes for local people. They recognise that the use of local labour in both the construction and in the appropriate end user phase (where appropriate) is a mechanism for addressing local skills shortages, empowering communities to take responsibility for themselves and ensuring that local residents share in economic success.

(A) Apprentices - applicable to all developments lasting 12 months or longer	Definition
Created 16-18	The developer is responsible for ensuring the relevant number of apprenticeship places are created on site - either directly or through the developers managing agents and their supply chain. The developer is responsible for all associated costs.
Created 19+	The developer is responsible for ensuring the relevant number of apprenticeship places are created on site - either directly or through the developers managing agents and their supply chain. The developer is responsible for all associated costs.
<u>(B) Employment Initiatives</u> Progression into employment - unemployed less than either 9 months for 18-24 year olds or 12 months for 25+	Number of individuals who have been <u>unemployed</u> for up to either 9 or 12 months and enter into employment and/or structured sector specific employment training initiatives, including: • work experience placements (where appropriate) • appropriate site safety 'licences' where applicable (i.e.CSCS/PTS), • Pre Employment Training (PET)/Sector Based Work Academies (SWBAs) • PET's and SWBAs require guaranteed interview for successful completion. and be created to suit the needs of the developer as appropriate.
Progression into employment - unemployed more than either 9 months or 12 months as above to support work programme	Number of individuals who have been <u>unemployed</u> for either 9 or 12 months months and enter into employment and/or structured sector specific employment training initiatives, including: • work experience placements (where appropriate); • appropriate site safety 'licences' where applicable (i.e.CSCS/PTS); • Pre-Employment Training (PET)/Sector Based Work Academies (SWBAs) • PETs and SBWAs require guaranteed interview for successful completion.

	and be created to suit the needs of the developer as appropriate.
(B) Employment Initiatives (ctd) Progression into employment - young people aged 18 - 24	Construction: All developments generating 50 jobs (FTE's) or more over the entire build cycle to participate in a construction trade related Sector Based Work Academy (SBWA) exclusively young people (minimum cohort x 10 - leading to 5 guaranteed on site jobs). SBWA required for each 50 FTE's jobs on site.
(C) Training initiatives - new entrants School/College/University site visits (no of students)	The developer agrees to allow supervised and pre-arranged access to the site for educational purposes. The developer further agrees to consider off site visits to support local education, including the promotion of construction as a career, site health and safety and technical lectures.
Work experience/shadowing 14 - 16 years (no of persons)	The number of 14-16 young people undertaking work experience/work shadowing placements with the site team/trade contractors and/or the schemes occupier where appropriate. This can include block placements of one week or more, or one / two days per week. A work experience/work shadowing placement is to be a minimum of 5 days in total.
Work experience 16+ years	The number of people undertaking work experience placements with the site team/trade contractors and/or the schemes occupier where appropriate. This can include block placements of one week or more, or one / two days per week. Can also include Entry to Employment and university student placements, which will be particularly relevant for the larger projects. A work experience placement is to be a minimum of 20 days.
Work experience NEETS	The number of young people that are not in employment, education or training undertaking work experience placements with the site team/trade contractors and/or the schemes occupier where appropriate. This can include block placements of one week or more, or one / two days per week. A work experience placement is to

	be a minimum of 5 days in total.
(D) Maximising local employment	
Construction	For construction projects generating 50 jobs (FTE's) or more the developer will be make best endeavours to employ at least 50% of all staff on site who are resident in the Reading travel to work area (defined as the Boroughs of Reading, Wokingham and Bracknell). This applies to all supply chain contractors and sub-contractors. For development generating 50 jobs (FTEs) or more the developer agrees to attend local Job Fairs as appropriate. All jobs created to be advertised through Reading Jobcentre Plus to maximise local recruitment opportunities.

APPENDIX 2: DEFINITION OF THE END USER TRAINING INITIATIVES OUTPUTS - COMMERCIAL DEVELOPMENTS ONLY

Sector specific 'end user' training (if appropriate) i.e. retail/logistics/hospitality	The number of people who have entered into sector specific 'end user/occupier' training, work experience and skills programmes. This could include; • work experience placements (where appropriate) • appropriate site safety 'licences' where applicable (i.e.CSCS/PTS), • Pre-Employment Training (PET)/Sector Based Work Academies (SWBAs) • PETs and SWBAs require guaranteed interview for successful completion. and be created to help the end user deliver 50% local employment
Maximising local employment	For developments generating 50 jobs (FTEs) or more the end occupier/user and its nominated agents will make best endeavours to employ at least 50% of all staff from those resident in the Reading travel to work area (defined as the Boroughs of Reading, Wokingham and Bracknell). Employment uses generating 50 jobs (FTEs) or more the end occupier (where known) agrees to attend local Job Fairs as appropriate. All jobs created to be advertised through Reading Jobcentre Plus to maximise local recruitment opportunities.

APPENDIX 3: EMPLOYMENT DENSITY

Class	Use Type	Area per FTE (m ²)	Floor Area Basis	Comment on potential variation
Industrial				
B2 B1(c)	General Light Industry (Business Park)	36 47	GIA NIA	Range of 18 - 60 m ²
Warehouse & Distribution				
B8	General	70	GEA	Range of 25 - 115 m ² The higher the capital intensity of the business, the lower the employment density. Wide variations exist arising from scale and storage duration.
B8	Large Scale and High Bay Warehousing	80	GEA	
Office				
B1(a)	General Office	12	NIA	Includes HQ, Admin and 'Client Facing' office types A blended rate of the above B1(a) uses where they are found in out of town business park locations . Densities within separately let units are c.7 m ² per workstation but 30% of a facility's total NIA for shared services reduces the overall density.
B1(a)	Call Centres	8	NIA	
B1(a)	IT/ Data Centres	47	NIA	
B1(a)	Business Park	10	NIA	
B1(a)	Serviced Office	10	NIA	
Retail				
A1	High Street	19	NIA	Town/ City Centre
A1	Food Superstores	17	NIA	
A1	Other Superstores/ Retail Warehouses	90	NIA	
A2	Financial & Professional Services	16	NIA	Includes the back office function area as well as the customer facing areas. Range of 10 - 30 m ²
A3	Restaurants & Cafes	18	NIA	
Leisure & Visitor Attractions				
C1	Budget Hotels	1 employee per 3 bedrooms plus casual staff		
C1	General Hotels (3 star)	1 employee per 2 bedrooms		
C1	4/ 5 Star Hotels	1 employee per 1.25 bedrooms		
D1	Cultural Attractions	36	GIA	Very wide range exists, so use with Caution. Excludes external areas
D2	Cinemas	90	GIA	
D2 ¹⁷	Amusement & Entertainment Centres	70	GIA	Range of 90 - 120 m ²
D2	Sports centres and Private Clubs	65	GIA	Range of 40 - 100 m ² - excludes external areas. Range of 30 - 100 m ²

Source: HCA Employment Densities Guide 2010 (2nd edition)

¹⁷ Some Sui Generis use classes are applicable – includes launderettes, taxi businesses, car hire businesses, filling station, scrap yards, shops selling or displaying motor vehicles for sale, retail warehouse clubs, hostels, theatres, amusement arcades and centres, fun fairs, night clubs, casinos.

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Polish

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Portuguese

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਯੋਜਨਾਪੱਤਰ ਨੂੰ ਸਮਝਣ ਜਾਂ ਯੋਜਨਾਬੰਦੀ ਦੀ ਅਰਜ਼ੀ ਭਰਣ ਲਈ ਸਹਾਇਤਾ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 0118 955 3717 ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਸਿਵਿਕ ਸੈਂਟਰ ਵਿਚ ਹੇਠਲੀ ਮੰਜ਼ਿਲ ਤੇ ਗ੍ਰਾਹਕ ਸੇਵਾ ਨੂੰ ਮਿਲੋ।

Punjabi

اگر آپ کو پلاننگ کی اس دستاویز یا پلاننگ کیلئے درخواست کے فارم پُر کرنے یا سمجھنے کیلئے مدد درکار ہو تو براہ مہربانی 0118 955 3717 پر ٹیلیفون کریں یا سوک سنٹر کے گراؤنڈ فلور پر واقع کسٹمر سروسز پر تشریف لائیں۔

Urdu

This document is also available in large print or audio format.



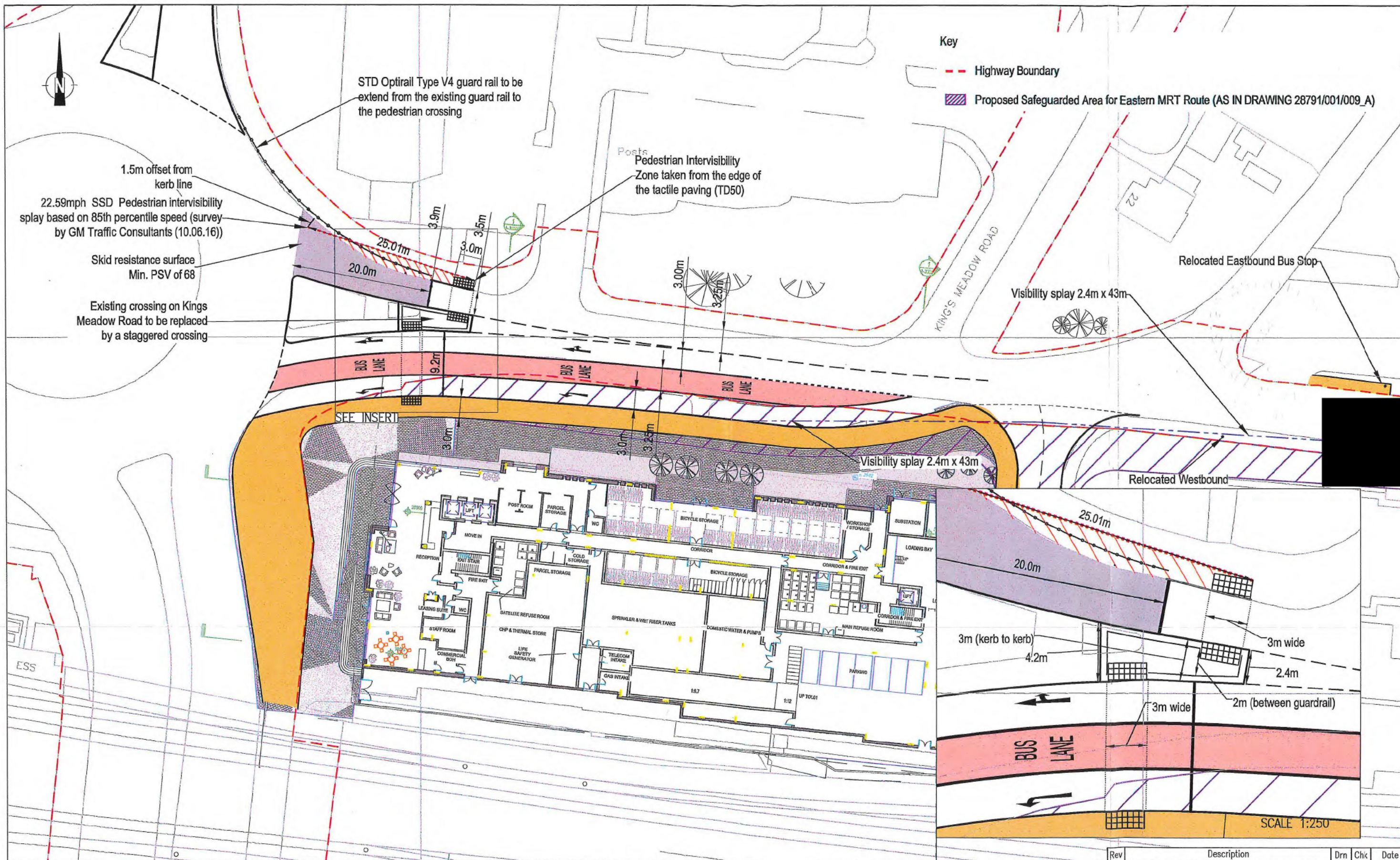
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ANNEXURE 4

Drawing number 5277.027 Rev C - the Pedestrian/Cycle Crossing Plan



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JOB TITLE

THAMES QUARTER
 READING

DRAWING TITLE

MRT EAST-PHASE 2-LAND TO BE SAFEGUARDED
 OPTION 2 - STAGGERED PEDESTRIAN CROSSING

Rev	Description	Drn	Chk	Date
C	UPDATED LAYOUT - THAMES QUARTER	COR	SWA	25.10.16
B	SSD ADJUSTED FOR SPEED SURVEY	COR	SWA	13.06.16
A	TACTILE PAVING & SSD DISTANCE	COR	SWA	25.05.16

REVISIONS

DATE	MAY '16	DRAWN	COR	CHECKED	SWA	ISSUE	CHECKBOX
DRAWING No.	5277.027	REV	C	SCALE	1:500		@ A3

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ANNEXURE 5

Draft Travel Plan

**Framework Residential
Travel Plan
(Volume I)**

**Thames Quarter,
Reading**

**Prepared for
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APPENDICES

Appendix 1	Pre-App Correspondence
Appendix 2	TRICS Output report

Drawing

5527.027 C	Site Layout with MRT Proposals
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ACRONYMS AND ABBREVIATIONS

CIHT	Chartered Institution of Highways and Transportation
DfT	Department for Transport
LTP3	Third Local Transport Plan
MCC	Manual Classified Counts
MfS	Manual for Streets
NPPF	National Planning Policy Framework
PTP	Personal Travel Planning
RBC	Reading Borough Council
SMA	Stuart Michael Associates Limited
TP	Travel Plan
TIP	Travel Information Pack
TPC	Travel Plan Coordinator
TRICS	Trip Rate Information Computer System
SPD	Supplementary Planning Document
RPSD	Revised Parking Standards and Design



1.0 INTRODUCTION

1.1 This Residential Travel Plan ('Travel Plan') has been prepared by Stuart Michael Associates Limited, consulting engineers, on behalf of Lochailort Reading Limited (the 'Applicant'). This Travel Plan is in support of a Planning Application for the redevelopment on the former Cooper BMW Garage site, Reading (**Figure 1.1**), located on land south of Kings Meadow Road (the 'site'). The site is situated within the jurisdiction of Reading Borough Council.

1.2 The development when complete will comprise of erection of a part 13 storey, part 23 storey building comprising 335 apartments in a mix of studio, one-bedroom, two-bedroom and 3-bedroom units; residents' lounges, tech-hub, dining room, and cinema room; various rooftop outdoor amenity spaces; concierge/reception with coffee meeting area; residents' storage facilities; postroom; ancillary back-of-house facilities; 335 secure cycle parking spaces; 49 car parking spaces; landscaping; and associated works. Demolition of existing multi-storey car park. Vehicular access is to be retained from Napier Road / Kings Meadow Road.

Background

1.3 This document has been prepared as a 'Framework' (or 'Draft') document, which will form the basis for determining the final provisions of the Travel Plan. It is anticipated that the Final Travel Plan would be required as a Condition of the planning permission.

1.4 A Travel Plan has been provided to promote sustainable travel for future residents of the development. The aim of the Travel Plan is to improve and/or promote the availability of a variety of travel modes to/from a development. Site specific Travel Plans such as this are considered to be an important mechanism in the underlying aim to manage vehicle trips at source.

1.5 This Travel Plan proposes a package of measures designed to encourage trips by sustainable travel modes. The Travel Plan would be monitored over a period of 5 years during which time travel patterns will be monitored annually and a range of measures introduced as appropriate in order to meet target mode share.



Site Description

- 1.6 The development site is located on the eastern periphery of Reading Town Centre (**Figure 1.1**). The site was previously used as a temporary car park and incorporated a multi storey car park which previously served the dealership and an external parking area of some 133 spaces.
- 1.7 Previously the site was a car dealership with servicing garage. The Site is identified within the Reading Central Area Action Plan (RCAAP) under policy RC1h as a Major Opportunity Area. The site is suitable in adopted policy terms for a landmark building, containing residential and/or offices.
- 1.8 The site is bound by Kings Meadow Road / Napier Road to the north and a railway line to the south. East of the site is the Napier Court Business Park with the A329 delimiting the western most boundary.
- 1.9 The existing vehicular access to the site is to be retained via the site access road from Napier Road. The main pedestrian entrance will be on the Vastern Road / Kings Meadow Road corner, with a separate secure cycle entrance on the northern elevation.

Assessment Methodology

- 1.10 The Travel Plan has largely been informed by the accompanying Transport Assessment (TA). The TA has provided the basis for the potential trip generation for the development. In the preparation of this document the following research has been undertaken:
 - Review of local and national planning policy and guidance;
 - Site visit to assess local infrastructure and facilities;
 - Assessment of existing public transport provision, timetable information and bus routes;
 - Assessment of current infrastructure provision for pedestrians and cyclists;
 - Consideration of appropriate measures to encourage modal shift away from the private car and towards the use of foot, cycle and public transport;
 - Assessment of the potential vehicular and person trip generation of the site;



- Analysis of the potential modal shift target based on the projected modal split for the development. This will be based on the expected trip generation, comparative 2011 ward census data and local sustainable transport infrastructure provisions.
- Identification of suitable measures which if implemented would encourage a modal shift away from the use of the private car.

Report Structure

1.11 The remainder of this report will be structured as follows:

Section 2.0 provides an overview of the relevant national and local policies.

Section 3.0 describes the existing conditions around the site.

Section 4.0 describes the overall aims of the Travel Plan to reduce the use of vehicular travel and promote sustainable travel modes (car sharing, public transport, walking and cycling) and the objectives associated with these aims.

Section 5.0 proposes action targets and modal share targets for the development, to be achieved over the lifetime of the Travel Plan (5 years).

Section 6.0 describes how the implementation of the Travel Plan will be managed; this is to be overseen by a Travel Plan Coordinator (TPC), to be appointed by the developer.

Section 7.0 proposes travel planning measures to be implemented in order to achieve the modal share targets, particularly the proposed target reduction in vehicular travel. This section also provides details of the communication strategy to be used to ensure the Travel Plan objectives and measures are effectively communicated. The strategy includes the distribution of Travel Information Packs to each household upon occupation.

Section 8.0 describes the commitment to undertake an audit and review of the Travel Plan in order to monitor the progress towards achieving the



aims and objectives of the plan. It is intended that this process will be carried out in accordance with RBC requirements.

Section 9.0 presents an Action Plan which may be used to set up and maintain the Travel Plan, from appointing a TPC to undertaking the final audit and review tasks.



2.0 TRANSPORT PLANNING POLICY AND GUIDANCE

- 2.1 National and local government policy places great importance upon the contribution that Travel Plans can make in reducing the impact of travel upon the environment. The benefits are considered to be; lowering greenhouse gas emissions, reducing delays and congestion, improving road safety and moving towards sustaining a vibrant economy.

National Policy

- 2.2 The **National Planning Policy Framework** (NPPF) was published in March 2012 replacing all previous Planning Policy Guidance and Statements. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.3 With regard to promoting sustainable transport, it is recognized that all developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment and decisions should take account of whether:
- “the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be refused on transport grounds where the residual cumulative impacts of development are severe” (NPPF, paragraph 32).
- 2.4 Developments expected to generate significant movement should be located such that the need to travel is reduced and the use of sustainable transport modes is maximised (NPPF, paragraph 34). The location of these developments should allow for the efficient delivery of goods and supplies; prioritise pedestrian and cycle movements; have access to high quality public transport facilities; utilise safe and secure layouts which result in minimal street clutter and minimises conflicts between traffic and non-motorised road users; incorporate facilities for low emission vehicles where practical; and show consideration for the needs of disabled users of all modes of transport (NPPF, paragraph 35).



- 2.5 The NPPF states that a Travel Plan is “a key tool” in achieving the considerations described above; all developments which generate significant amounts of movement should produce a Travel Plan (NPPF, paragraph 36).
- 2.6 NPPF is supported by National Planning Practice Guidance (NPPG), including specific guidance on the topics of Travel Plans and Transport Assessments. This guidance was released in March 2014.
- 2.7 The NPPG states:
- “Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.
- 2.8 They should evaluate and consider:
- benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - relevant information about existing travel habits in the surrounding area;
 - proposals to reduce the need for travel to and from the site via all modes of transport; and
 - Provision of improved public transport services.”
- 2.9 A detailed analysis is provided within the Planning Statement submitted in support of the application.

Local Policy

Reading Borough Council (RBC)

- 2.10 RBC's **Third Local Transport Plan (LTP3)** dated April 2011 details the aims and objectives in Reading between 2011 and 2026.



- 2.11 The vision set out within the document is labeled 'Connecting Reading'. Four delivery themes (Inclusion, Intervention, Infrastructure and Innovation) are set out, core enabling policies explain how the vision will be delivered under these themes¹.

Inclusion

- Improve the condition of footways and cycle ways.
- Improve public transport in deprived and inaccessible areas.

Intervention

- Maintain and manage transport network to ease congestion and improve safety.
- Prioritise walking, cycling and public transport.

Infrastructure

- Upgrade current transport networks.
- Secure provision of improved public transport.

Innovation

- Support use of technology to ease congestion.

- 2.12 The LTP3 recognizes that although Reading has very good employment rates and strong economy there are still deprived areas which suffer due to high costs of living and housing. The LTP3 therefore seeks to deliver available and affordable public transport and the provision of walking and cycling facilities to ensure equality of opportunity and connectivity across the Reading area.

- 2.13 The Reading Borough **Local Development Framework (LDF)** is a collection of development plans which affect Reading, of which the **Reading Borough Core Strategy** is the central document. It was adopted in 2008; setting out the Council's planning strategy for the Borough. It sets out how planning and development will achieve the Reading 2020 Vision for the town.

- 2.14 RBC aim to influence travel behavior by encouraging sustainable travel choices. The Core Strategy states under **Policy CS23** that all major developments must implement measures to promote and improve sustainable transport facilities through agreed travel plans before planning permission is granted.

¹ Reference: LTP3 Section 6 (April 2011)



2.15 The LDF **Revised Parking Standards and Design Supplementary Planning Document (RPSD) (SPD)** adopted in October 2011 states that a travel plan is a package of measures produced by developers to encourage future residents to use alternatives to single-occupancy car-use. It suggests the following to reduce traffic:

- Promote car sharing schemes
- Commitment to improving cycling facilities
- Providing a dedicated bus service
- Provide restricted car parking allocations
- Promote flexible-working
- Use technology such as remote access and video conferencing

2.16 RBC state in the RPSD that Travel Plans should comply with the latest Department for Transport (DfT) requirements.

Further Guidance

2.17 Further advice on the required content of a Travel Plan and complementary scheme design considerations has been taken from the following documents:

- Manual for Streets (2007);
- Manual for Streets 2 (September 2010);
- Making Residential Travel Plans Work;
- DfT: Good Practice Guidelines: Delivering Travel Plans Through The Planning Process (2009).

Other Relevant Guidance and Statistics

National and Local Transport Statistics

2.18 The site lies within the Abbey Ward or the Middle Super Output Area (MSOA) 'Reading 011'. The local ward typical modal split for journeys to work, have been derived from the 2011 'Method of Journey to Work' census data, presented in **Table 2.1** below.



Table 2.1: 2011 Census Data – Method of Journey to Work

	Abbey	Reading	South East	England
	Ward	Unitary Authority	Region	Country
All Usual Residents Aged 16 to 74	7589	76131	3981067	23813153
Underground, Metro, Light Rail, Tram	0%	0%	0%	4%
Train	21%	10%	8%	6%
Bus, Minibus or Coach	12%	12%	5%	8%
Taxi	0%	0%	0%	1%
Motorcycle, Scooter or Moped	0%	1%	1%	1%
Driving a Car or Van	30%	49%	65%	60%
Passenger in a Car or Van	3%	5%	5%	5%
Bicycle	3%	4%	3%	3%
On Foot	30%	18%	12%	11%
Other Method of Travel to Work	1%	1%	1%	1%

2.19 The data indicates that the predominant mode of travel is by car, with a mode share of 30% driving. This is however significantly lower than the regional or country mode share for driving of 65% and 60% respectively. Travel by rail services (21%) and trips on foot (30%) are significantly higher for the ward than the comparative datasets presented in Table 2.1. Trips by public bus services (12%) are comparative of the local area and higher than that of the south east region and national situation.

2.20 This indicates that the mode of travel by residents in the Abbey ward of Reading is already influenced by the central, accessible location of the ward and the transport infrastructure available.

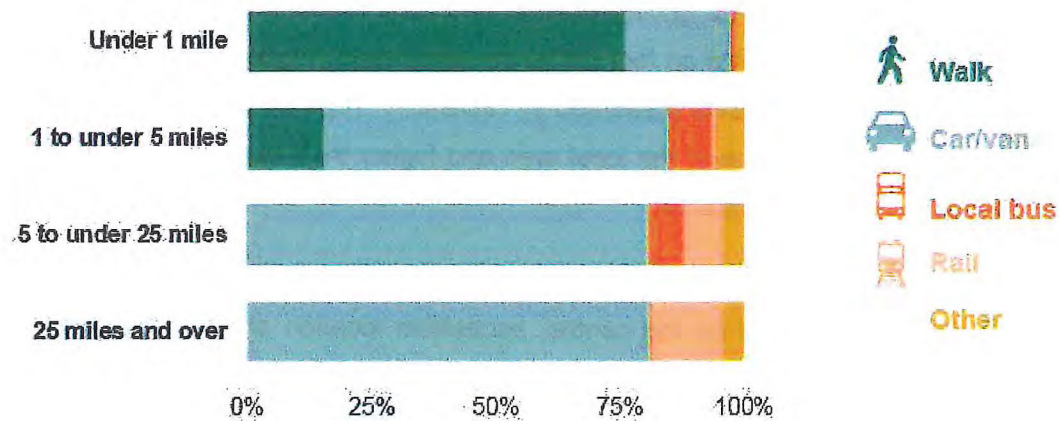
2.21 The **National Travel Survey: England** (2014), published by the Department of Transport, incorporates the most recent national travel survey and records. The records from the 2014 bulletin have provided data to include average trip length, proportion of trips by mode and distance travelled. These results are summarised below:

- The average trip length is now reported at 7 miles, a reduction of 0.1 miles since 2013;
- Trips with a journey length of 5 miles or less account for 66% of all trips;
- Travel by car accounts for 64% of all trips;



- Walking accounts for 22% of trips, but is mainly predominant for very short distances;
- The average trip rate per person per year has been steadily falling since 1995/97 and is now 921 trips per person per year;
- The NTS provides a summary of the average number of trips by main mode and distance. It is apparent from this information that for trips under 1 mile, walking is the most common travel choice (**Figure 2.1**). Travel by bus is most represented for trips between 1 and 5 miles (**Figure 2.1**).

Figure 2.1: Mode Share of Trips By Main Mode for Different Trip Lengths (Source: NTS0308 National Travel Survey, 2014)



2.22 The national and local travel statistics identified above provide a useful basis for assessing the merits of the proposed development in terms of, accessibility and potential travel mode choice.



3.0 EXISTING CONDITIONS

- 3.1 The development site is located at the site of the former Cooper BMW Garage site, situated on land adjacent to and immediately south of the Kings Meadow Road/A329 (Vastern Road) roundabout junction (**Figure 1.1**).
- 3.2 The site is currently used as a temporary car park and incorporates a multi storey car park which previously served the dealership and an external parking area of some 133 spaces.
- 3.3 The site access road off Napier Road is shared with the adjacent Napier Court Business Park. Opposite the site access road is the access to the Kings Meadow recreational area and public (surface) car park. Napier Road continues east of the site providing access only to further residential units (Lusciana Way) and a hypermarket.
- 3.4 The site is situated on the edge of Reading Town Centre. This is a well-established business and retail centre, with a range of high order facilities within 800m (10 minutes walk) of the site (**Figure 3.1**).
- 3.5 The local area is supported by a good pedestrian and cycle network facilitating safe and convenient movement on foot and cycle between the site and the surrounding area. Reading Town Centre is served by high quality bus routes which operate past the site frontage. Reading rail station, the largest interchange outside of London is located approximately 300m from the site (Figure 3.1) and is accessible on foot via pedestrian crossings and convenient footways and footpath links.

Access on Foot/Cycle

- 3.6 The development is to provide pedestrian and cycle linkages to the existing foot/cycle ways on the A329 and Kings Meadow Road. Ramped and stepped access is proposed to enable inclusive mobility. There are existing, controlled, pedestrian crossing on the A329 adjacent to the main site access point. This reduces severance enabling safe pedestrian and cycle movement between the site and the town centre/rail station.
- 3.7 Manual for Streets stresses the importance of walking and cycling as sustainable alternatives to the private car. A walkable neighborhood is "typically characterised by having a range of facilities within 10 minutes (around 800m)



walking distance of residential areas, which residents may access comfortably on foot". MfS advises that this should not be considered an upper limit, in view of now previous government policy (PPG13) which identified that walking offers the greatest potential to replace short car trips, particularly up to 2km. This is supported by, guidance contained within the CIHT 'Providing for Journeys on Foot' (2000) which indicates acceptable distances of between 200m and 2km depending on the journey purpose (**Table 5.2**)

Table 3.1: Suggested Acceptable Walking Distances by Journey Purpose (CIHT)

	Town Centres	Commuting/School/ Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Maximum	800m	2km	1.2km

- 3.8 **Figure 3.2** demonstrates that much of the town centre area is situated within 800m of the site. Extending the catchment area to 1.2km encapsulates all of the central area and the residential areas adjacent to the town centre.
- 3.9 Reading has a comprehensive cycle network with 7 colour coded routes from the town centre to the wider urban area of Reading and a circular route around the town centre (**Figure 3.3**). The cycle network connects all the town's major public facilities, employment and leisure areas.
- 3.10 The development site is located on the town centre circular route (**Figure 3.3** - colour ref: Purple) which provides access to each of the 7 arterial routes. Napier Road links directly with the National Cycle Network (NCN) route No. 5 which continues north to Oxford and Wallingford and east to connect with the NCN Route No. 4. The RBC Cycling Strategy includes the opening up of the Napier Road underpass to provide a key link between Newtown and the National Cycle Route.
- 3.11 Cycle parking is available at various locations across Reading as identified on the Reading Cycle Network Map reproduced under **Figure 3.3**.

Access by Bus and Rail Services

- 3.12 The nearest bus stops to the development are located on Kings Meadow Road adjacent to the site. These are located well within the required 400m walking



catchment². The bus stops on Kings Meadow Road are served by the number 28 an hourly weekday service (**Figure 3.4**). More frequent services are available from bus stops located approximately 300m from the site on Troopers Way and Forbury Road (**Figure 3.1**). These bus stops provide to access more frequent urban and inter-urban bus services, 7 days a week illustrated on **Figure 3.4**.

Table 3.2: Summary of Local Bus Services

Service	Route	Monday-Friday		Weekends		Additional Notes
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	
1	Newbury - Thatcham - Theale - Reading	05:00-23:20	Every 30mins	06:15-23:21	Every 30mins	(Sundays 06:55-19:40, 1/hour)
2/2A	Central Reading - Mortimer	05:02-23:59	Every 30mins	06:30-23:59	Every 30mins	(Sundays 09:00-19:28, 1/hour)
4	Reading - Bracknell	05:43-23:53	Every 30mins	06:18-23:53	Every 30mins	(Sundays 08:22-19:49, 1/hour)
11	Central Reading - Coley Park	05:43-23:37	Every 20mins	05:47-23:47	Every 20mins	(Sundays 08:15-22:37, 20 mins)
22	Central Reading - Caversham Bridge - Caversham Heights	05:40-23:11	Every 30mins	05:58-23:56	Every 30mins	(Sundays 08:35-18:49, 1/hour)
27/29	Central Reading - Caversham Centre - Amersham Road	06:54-23:09	Every 30mins	06:36-23:09	Every 30mins	(Sundays 09:11-19:20, 1/hour)
28/28a/28b	Emmer Green - Reading - Tilehurst - Purley	06:58-17:27	1/hour	N/A	N/A	(no service on Sundays)
127/128/129	Reading - Twyford - Wokingham/Maidenhead	06:07-18:29	1/hour	07:38-18:15	1/hour	(no service on Sundays)
800/850	High Wycombe - Marlow - Reading	06:00-23:19	Every 30mins	06:40-23:19	Every 30mins	(Sundays 07:45-21:47, 30mins)
T1 (FREE)	Reading Town Centre - Tesco (Kings Meadow)	09:30-14:27	Every 20mins	N/A	N/A	(no service on Sundays)

3.13 Bus services and frequency will be much improved once the MRT is developed.

MRT is a proposed dedicated public transport link between central Reading and Thames Valley Park (and the proposed East Reading Park & Ride facility) and A3290 to the east of the Reading urban area, running parallel to the Great Western mainline.

3.14 It will improve access to Reading town centre, Reading Station and major employment sites by substantially increasing capacity, providing significantly reduced public transport journey times, and improving reliability and congestion relief on the heavily congested road network.

3.15 The site is located within 400m east of Reading Rail station (Figure 3.1) a major rail interchange. The majority of services into Reading have an origin destination of London Paddington. The station is served by three major rail operating

² ref. paragraph 5.21 Planning for Public Transport in developments, IHT 1999



companies: Great Western Rail, Cross Country, and South West Trains. Services operate 7 days a week at a high frequency through the day and night.

3.16 Destinations that can be access from Reading Station are summarised below by rail operator:

- **Great Western Rail:** London Paddington, Slough, Basingstoke, Gatwick Airport, Oxford, Hereford, Worcester, Bristol, South Wales and the South West of England;
- **Cross Country Trains:** Bournemouth, Southampton, Guildford, Banbury, Coventry, Birmingham, the North of England and Scotland; and
- **South West Trains:** Wokingham, Staines, Richmond, Clapham Junction, London Waterloo, Basingstoke, Winchester, Southampton, Portsmouth and Brighton.

3.17 Major redevelopment works have been undertaken at the station to increase the number of trains that can operate through the station at any one time and ease congestion. Additional works included the widening of the railway bridges over Cow Lane to reduce congestion and facilitate double-decker buses to pass beneath the bridges, as well as a new cycle lane. These works are now complete.

Accessibility by Car

3.18 Kings Meadow Road and Napier Road provide access only and is not through traffic route. The road is subject to a 30mph speed restriction, typical of a built-up area. On-street parking is not permitted to the length of the road, enforced by way of double yellow lines. Street lighting is present to the length of the road with a footway along the southern side of the carriageway.

3.19 Kings Meadow Road connects with the local strategic network at the roundabout junction with the A329 and B3345. The A329 forms part of the Inner Distribution Road (IDR) which loops around Reading town centre. The A329 takes the form of a dual carriageway on both approaches to the roundabout (Vastern Road and Forbury Road), restricted at 40mph.

3.20 The A329 continues west of the site as Vastern Road providing direct access to the A33 which links with junction 11 of the M4. Alternative access to the M4, for



destinations east of Reading, can be sought via the A329 south of the site linking with the A4 and then the A3290 (**Figure 1.1**).



4.0 AIMS AND OBJECTIVES

- 4.1 Aims and objectives would be required to ensure that the Travel Plan progresses towards delivering a modal shift. The following proposed aims and objective would seek to guide the Travel Plan towards delivering this modal shift.

Aims

- 4.2 The purpose of the Travel Plan is to encourage residents of the site to make smarter travel choices when travelling to and from the site. In accordance with national and local policy, which aims to reduce reliance on the private car, the proposed aims are:

Aim 1: To reduce overall use of vehicular travel;

Aim 2: To promote the use of sustainable travel modes.

- 4.3 The aims will be supported by a number of objectives. These will focus on increasing awareness of the sustainable travel choices available to residents, and informing residents about the benefits of travelling by modes other than the private car.
- 4.4 It is intended that the following proposed objectives would be met through the implementation of SMART targets (Section 6.0 refers).

Objective 1: Reduce single occupancy car travel by implementing smarter travel measures and a communication strategy to influence travel behaviour;

Objective 2: Promote sustainable travel by publicising the available sustainable travel options and associated benefits (Providing convenient and easy-to-use information regarding sustainable travel modes available in the vicinity of the site);

Objective 3: Encourage cycling by promotion of cycle facilities available on site (parking) and the opportunities to connect via the Reading strategic cycle routes to key trip ends as well as the use of the Reading hire bike scheme 'readybike';



Objective 4: Encouraging travel by public transport, both urban and inter-urban services, through the distribution of information and incentives to trial services.

Objective 5: Promoting the walkable nature of the local area by promoting journey distance and time to key trip ends within 2km of the site.

Objective 6: Reduce car ownership through a reduced parking strategy and provision of 3 car club vehicles on site, which could be expanded to 4 vehicle subject to demand.

Objective 7: Promote shopping locally to both support the local economy as well as reducing the need to travel by car.



5.0 PROPOSED MODAL SHIFT TARGETS

- 5.1 To accord with national and RBC requirements, Specific, Measurable, Achievable, Realistic and Time-Bound (SMART) modal shift targets will be set. These are essential to give direction to the Travel Plan and measuring its outcomes.
- 5.2 In view of the site being currently unoccupied and the travel patterns of the residents largely unknown the SMART targets below are set as interim targets. These would be finalised following the occupation of the development and the undertaking of a baseline travel survey. The overall modal share targets are proposed as achievable over the life of the Travel Plan (5 years).
- 5.3 The targets, together with the proposed measures (refer to Section 7.0), support the aims and objectives of the Travel Plan. Should the targets be achieved, a reduction will be seen in the proportion of trips being made by the single occupancy car drivers. Travel by other, more sustainable modes (walking, cycling, public transport use, car share and car club) will increase as a result of this reduction.

Current Trip Generation and Modal Split

- 5.4 The potential trip generation and modal share of travel patterns has been based upon multi-modal trip data derived from the TRICS database and the local ward (2011) census data.
- 5.5 The Transport Assessment has assessed the potential multi-modal trip generation for the proposed development. The development will deliver 315 apartments, comprising a mix of Studio, 1, 2 and 3 bed flats.
- 5.6 The TRICS peak hour and daily two-way multi-modal trip rates with the resulting trip generation is presented in **Table 5.1** below. The full TRICS reports are reproduced under **Appendix 2**.



Table 5.1: TRICS Peak Hour and Daily Multi-Modal Trip Rates and Trip Generation (Two-Way)

Time Range	0800-0900		1700-1800		Daily	
	Trip Rate	Trip Gen	Trip Rate	Trip Gen	Trip Rate	Trip Gen
Total People	0.64	202	0.662	209	5.553	1749
Vehicles	0.152	48	0.116	37	1.326	418
Vehicle Occ	0.202	64	0.011	3	1.621	511
Cyclists	0.009	3	0.011	3	0.122	38
Pedestrians	0.253	80	0.19	60	2.61	822
PT users	0.176	55	0.137	43	1.203	379

Modal Shift

- 5.7 Taking the calculated trip generation above (**Table 5.1**) from TRICS it is possible to calculate the modal split for each respective housing type and the combined development as a whole (**Table 5.2**).

Table 5.2: Peak Hour and Daily Modal Split

Time Range	0800-0900		1700-1800		Daily	
	Trip Gen	Modal Share	Trip Gen	Modal Share	Trip Gen	Modal Share
Vehicles Driver	48	24%	37	23%	418	24%
Vehicles Passenger	16	8%	18	11%	93	5%
Cyclists	3	1%	3	2%	38	2%
Pedestrians	80	40%	60	37%	822	47%
PT users	55	27%	43	27%	379	22%
Total	202	100%	161	100%	1750	100%

Nb¹: Vehicle Driver = No. Vehicles

Nb²: Vehicle Passengers = No. Vehicles – Vehicle Occupants

- 5.8 The modal split data indicates that 23%-24% of trips would be undertaken by car during the peak hours, with 24% over the course of the day. The most dominant form of travel is anticipated to be trips on foot representing 40% of trips during the AM peak, 37% of trips during the PM peak and 47% of trips over the course of the day.
- 5.9 The TRICS database has enabled the calculation of the potential multi-modal trip generation arising from the site (Table 5.3 refers) and resulting modal split. The projected modal split has been compared with that of the 2011 local census data for the Abbey Ward, presented in **Table 5.3**.



Table 5.3: Development modal split compared to Abbey Ward

	Abbey	TRICS modal share		
	Ward	0800-0900	1700-1800	Daily
Underground, Metro, Light Rail, Train	33%	28%	27%	22%
Train				
Bus, Minibus or Coach				
Taxi	0%	N/A	N/A	N/A
Motorcycle, Scooter or Moped	0%	N/A	N/A	N/A
Driving a Car or Van	30%	24%	23%	24%
Passenger in a Car or Van	3%	8%	11%	5%
Bicycle	3%	1%	2%	2%
On Foot	30%	40%	37%	47%
Other Method of Travel to Work	1%	N/A	N/A	N/A

- 5.10 Based on the TRICS data it has been calculated that the proposed development would have a similar modal share to that of the local ward. The TRICS data indicates a slightly lower modal share for car driver and a higher modal share for trips on foot.
- 5.11 The Abbey ward covers the central area of Reading incorporating both zone 1 and zone 2 of the RBC parking strategy. Zone 2 is considered to be slightly less accessible by sustainable travel modes than that of zone 1 and therefore the car ownership and user levels are expected to be higher. This is reflected in the higher provision of parking standards required in this zone comparative of zone 1.
- 5.12 It is therefore likely that the ward data is skewed by incorporating Zone 2 and provides a more broad perspective, whereas the TRICS data presents a more site specific situation. Taking account of the foregoing it is considered that the TRICS data projects a relatively sustainable modal share for the development. As such marginal modal shift targets should be targeted with the aim being to maintain the walking, cycling, public transport modal shares and reduce car ownership through promotion of these modes and the on-site car club.
- 5.13 RBC wishes to achieve a maximum of 70% single occupancy vehicle trips within the development. However analysis of the TRICS data for the daily modal split indicates that the potential baseline car modal split is already lower than this target. Therefore it is suggested that the Travel Plan concentrate on providing information and marketing to promote the wide range of services and facilities available within the area. The target for reducing single occupancy car travel



reflects the already sustainable travel patterns expected for the site and so aims for a further 5% reduction in single occupancy vehicle trips should be achieved instead.

Action Targets

- 5.14 Action Targets are proposed to aid the implementation and ongoing management of the Travel Plan. They do not constitute the SMART targets.

Action Target 1: Appoint a Travel Plan Coordinator prior to occupation of the development;

Action Target 2: Implement appropriate travel measures before occupation and continue for the duration of the review period of the Travel Plan;

Action Target 3: Implement a communication strategy to disseminate information to all residents; and

Action Target 4: Regularly monitor the travel measures throughout the duration of the Travel Plan, as required by RBC.

Smart Targets

- 5.15 The SMART targets provide quantifiable multi-modal targets for trips generated by the development (private car, pedestrians, cyclists and public transport users). They primarily support **Aim 1** of the Travel Plan “**To reduce overall use of single occupancy vehicular travel**”.
- 5.16 It is important that the SMART targets are considered as a whole, with the principal aim of reducing trips by private car as a result of modal shift. If for example more people walk than cycle than is forecasted, it should not be seen as a failure, so long as the main aim of reducing vehicle trips is achieved and sustainable travel journeys increase.



6.0 MANAGEMENT AND OPERATION

- 6.1 The Travel Plan would require a management structure which would be led by a Travel Plan Coordinator (TPC). The PRS Operator / Manager would be responsible for appointing the TPC. The TPC would be responsible for setting up and managing the implementation of the Travel Plan across the Site.
- 6.2 The TPC would be responsible for finalising the provisions of the Travel Plan and subsequent implementation of the agreed travel planning measures and communication initiatives. The TPC would also market the aims, objectives and initiatives of the Travel Plan; monitor and evaluate the performance of the Travel Plan; and maintain the Travel Plan's momentum. The TPC would also be responsible for communicating with external parties (public transport operators, car club providers for example) and RBC. It is proposed that the TPC would adopt the following responsibilities:
- Finalise the Travel Plan document in liaison with RBC;
 - Oversee the implementation and development of the Travel Plan;
 - Implement effective marketing and awareness raising campaigns to promote the Travel Plan amongst residents;
 - Coordinate the necessary data collection exercises required to monitor and review the Travel Plan;
 - Act as a point of contact for all residents requiring information about the Travel Plan and sustainable travel choices;
 - Ensure that all residents are aware of the site's commitment to the Travel Plan.
- 6.3 As a purpose designed build to rent development, the operator / manager would be ideally placed to undertake the TPC role as part of the wider management of the building's facilities and activities.



7.0 PROPOSED MEASURES

- 7.1 The Travel Plan will be delivered through implementing a package of measures which are focused around the aims, objectives and targets of the Travel Plan. The measures are clearly linked with specific SMART targets and are key components in achieving the targets. This framework document provides an overview of all proposed measures which would be implemented.
- 7.2 The listed measures are to be communicated to residents by way of a communication strategy.
- 7.3 The proposed package of measures are designed to provide a realistic response to the potential travel demand resulting from the proposed development. The measures consist of short, medium and long term actions and include incentives to encourage use of alternative modes to the car, as well as some demand restraint.
- 7.4 'Hard' measures ensuring the relevant infrastructure for walking, cycling and public transport use, and 'soft' measures promoting awareness of such sustainable modes are proposed.

Walking Strategy

- 7.5 In order to maintain the proportion walking by the end of the Travel Plan review period, the following measures would be implemented.

Provide convenient pedestrian access to the Site

- 7.6 Walking (and cycling) access points will be provided enabling convenient access to the main building access and cycle access from the A329 and Kings Meadow Road respectively. Stepped and ramped access will be provided from the A329 to facilitate all-inclusive mobility access.
- 7.7 It is also proposed that the development will fund, through S106 Agreement, a new signalised pedestrian crossing on Kings Meadow Road, which will be provided as part of the MRT scheme. This crossing is shown on **Drawing 5277.027 C**. This design has been agreed with officers at RBC. This crossing will increase accessibility and provide a safe crossing point over Kings Meadow Road.



- 7.8 The Developer is also offering to provide S106 funds to be spent delivering improvements to the pedestrian experience passing below the railway bridge. These improvements along with the new signalised crossing will benefit not just the new residents of the development but also existing residents / commuters.

Promote walking events throughout the year

- 7.9 Events such as the Living Streets campaign 'Walk to Work Week' (held annually each May) can help to create a sense of community and encourage willingness to try an alternative mode of transport. Another event being trialed is car-free days where streets and roads are temporally closed and opened up to pedestrians, encouraging people to walk.

Public Realm and Off-site Improvements

- 7.10 The Applicant is reviewing public realm improvements in the locality of the site which could make walking to the town centre more attractive than current conditions.

Cycling Strategy

- 7.11 In order to increase the proportion cycling by the end of the Travel Plan review period, the following measures would be implemented.

Provide sufficient cycle parking facilities on site

- 7.12 Cycle parking is to be provided within the podium structure of the building for 315 cycles. RBC requires that 0.5 cycle spaces are provided per unit, the proposed level of provision therefore exceeds local policy.

Subsidised Cycle Voucher

- 7.13 The first occupants of each household would be provided with a subsidised cycle voucher of up to £50 (one per household). This would be redeemable against purchases of new cycles and/or cycle accessories at an identified retailer. The voucher is intended to encourage residents to travel by bicycle by facilitating access to equipment.

Readybike

- 7.14 The TPC would liaise with the Reading hire bike scheme 'Readybike' to establish any potential discount rates for residents. Based on experience elsewhere in Reading, it is likely that residents could be provided with additional rental hours



subsidized by Readybike. This promotion, if available, would be offered to first occupants of each residential unit.

Promote cycling events

- 7.15 To encourage more people to cycle residents will be provided with information on local and national cycle events they can participate in. There is National Bike Week held annually in June³.

Public Transport Strategy

- 7.16 In order to increase the proportion travelling by public transport by the end of the Travel Plan review period, the following measure(s) would be implemented.

Provide bus vouchers to residents for local bus services

- 7.17 A subsidised travel voucher will be provided to all first occupants of the residential development at a level of one per household. This is intended to encourage new residents within the development to trial the local bus services. A minimum of 1 months travel would be provided to residents, valid on all Reading bus services, within Reading. It would allow the user access onto any bus within the boundaries of Reading. This voucher incentive could encourage residents to travel by bus and ensure a long term commitment to this mode of transport.

Ensure bus timetables are provided to residents

- 7.18 All residents will be provided with current timetables for the local bus services that operate in Reading, as well as a map showing the routes navigated.

Vehicular Strategy

- 7.19 A target to reduce single occupancy vehicle travel is proposed. However it is acknowledged that the proposed site is extremely well located for non-car travel and expected car travel mode share for future residents is expected to be very low compared to the national average. Therefore this Travel Plan will concentrate on promoting alternatives to car ownership and single occupancy car travel.

³ <http://www.bikeweek.org.uk/>



Car sharing scheme

- 7.20 Car sharing is a non-profitable scheme and is a cheaper alternative to single occupancy vehicles, this is due to shared fuel costs. Car sharing provides the benefits of convenience, reducing congestion and lowering emissions.
- 7.21 The easiest and safest way to find a person to car share with is using the website 'Liftshare' <https://liftshare.com/uk>. It allows you to search for ideal lift sharing companions to arrange trial runs and potential long term commitments.
- 7.22 Residents in the new development will be encouraged to car share through information provided on the benefits of using the scheme. They will be advised to communicate with other residents common travel destinations (shopping centres, workplaces, etc.) to share journeys taken by car.

Car club scheme

- 7.23 The availability of a car club on site provides an alternative to residents to owning a car, especially when living in a town centre location. The scheme provides a is a pay as you go hiring service meaning you only pay for the car when you are using it.
- 7.24 Reading's car club scheme (Commonwheels or Co-wheels) has cars located in four separate locations across the town. Members of the club can book the use of a vehicle for a time period of between 30 minutes and several days.
- 7.25 The site will provide 3 car club vehicles on site. It is proposed to provide the first occupants of each household with a voucher to use towards becoming a member (joining fee) of the car club. Subject to scheme uptake and demand, a 4th vehicle could be added in due course.

Communication Strategy

- 7.26 The Travel Plan must be effectively communicated to residents and businesses if it is to be successful. Communicating the measures and sustainable travel options available will begin at the earliest possible stage to encourage smarter travel choices.
- 7.27 The main aim of the Communication Strategy is to ensure that residents are made aware of the Travel Plan as early as possible, and that this awareness becomes inherent. Communication will be ongoing throughout the life of the Travel Plan.



This will ensure that residents are familiar with the sustainable options available and will help maintain the momentum of the Travel Plan. Participation in sustainable travel will be continuously promoted and information regarding the Travel Plan would be available to residents in perpetuity.

7.28 A key tool in the communication strategy and fundamental to the initial communication of the Travel Plan is the proposed 'Travel Information Pack'. Other methods include, but are not limited to the following:

- Ensuring availability of leaflets and other printed materials regarding sustainable travel options;
- Establishing an informative community website and/or webpage;
- Providing Personal Travel Planning sessions; and
- Promoting sustainable travel events.

7.29 These tools for communication are detailed in the following paragraphs.

Travel Information Packs

7.30 Action: Distribute a Travel Information Pack (TIP) to the first occupants of each household on their move in day.

7.31 TIPs would contain information regarding the travel options associated with the site. The TIP would include, but not be limited to:

- information regarding alternatives to single-occupancy car use available to residents;
- walking and cycling route maps;
- discounted/subsidised travel on local bus services;
- local bus transport timetables and route maps;
- subsidised cycle voucher for use in a local cycle store;
- subsidised car club scheme joining voucher
- the contact details of the Travel Plan Coordinator; and
- references to useful resources such as the Transport Direct Journey Planner website (www.transportdirect.info), which provides a wealth of travel information allowing users to check live travel news, plan door-to-door journeys and research discount rail fares.



Community Website and Notice Board

7.32 Action: A community website would be set up for the development which would provide residents with the travel options in the area and create a platform for communication. This would form an interactive version of the TIP, the following information would be provided on the website:

- Public transport timetables
- Local walking and cycle route maps
- A notice board for the latest news and events
- Discussion board to arrange car sharing and planning events

7.33 Feedback about the travel options available could be collected from site users via the webpage, providing a useful method of communication.

Leaflets, posters and other printed materials

7.34 Action: Compile and distribute travel choice information leaflets for use at site promotional events and within the sales suite.

7.35 Promoting the Travel Plan at the earliest stage will ensure that potential residents are aware of the Site's commitment to the Travel Plan.

Personal Travel Planning Sessions

7.36 Action: Offer Personal Travel Planning (PTP) sessions with residents within the first month of occupancy.

7.37 PTP sessions would be delivered to all households on site. At a minimum, this would comprise the provision of sustainable travel information and face-to-face meetings using 'motivational interviewing' to encourage discussions about the available travel choices.

7.38 The TPC would offer PTP sessions to first occupants upon their arrival at the development. PTP would be funded by the developer and its methodology would be included within the Final Travel Plan.

7.39 PTP's are designed to raise awareness and provide the opportunity to offer tailored travel advice specific to each respective household. The sessions also



provide the TPC with the opportunity to communicate the Travel Plan and the benefits associated with choosing alternative travel modes communicated verbally to new residents.

Email

- 7.40 The TPC would endeavour to contact residents by way of email where possible. This will ensure that residents are kept up-to-date with the Travel Plan and its initiatives. This would include emailing the latest bus and rail timetables for residents' use. Communicating in this way would reduce the amount of paper and cost of printed materials required as part of the Travel Plan.

Events Promotion

- 7.41 Action: National travel campaigns would be promoted through leaflets, posters and on the community website.
- 7.42 Events to be promoted include:
- Walk to Work Week (May);
 - Team Green Britain Bike Week (June);
 - European Mobility Week (September); and
 - 'In Town Without My Car'/European 'Without My Car' Day (September).



8.0 MONITORING AND REVIEW

Monitoring

- 8.1 The Travel Plan would be monitored annually over a 5 year period. Monitoring would be conducted by the way of a multi-modal travel survey.
- 8.2 Monitoring would be conducted over a 12 hour period (07:00-19:00) on a weekday so as to include all potential journey patterns generated by the site. The multi-modal survey would provide the multi-modal trip generation of the development. This would be undertaken at all (vehicular and non-vehicular) points of access to the site. The data would be compared with that of the projected trip generation for the development based upon the TRICS trip rates and/or previous year's data.
- 8.3 The first (baseline) survey would be carried out after the development reaches 50% occupancy (guidance from DfT Good practice guidelines). This data would be compared with the TRICS mode share data used within this Travel Plan to estimate likely mode share from the site (Section 5.0) and subsequently replaced.
- 8.4 Results of all travel surveys would be submitted to the Local Planning Authority one month after the completion of the survey and made available to residents

Review

- 8.5 Following each travel survey period a review of the survey data and modal split would be undertaken. The review process allows the measures to be adapted to ensure the Travel Plan remains effective. I



9.0 ACTION PLAN

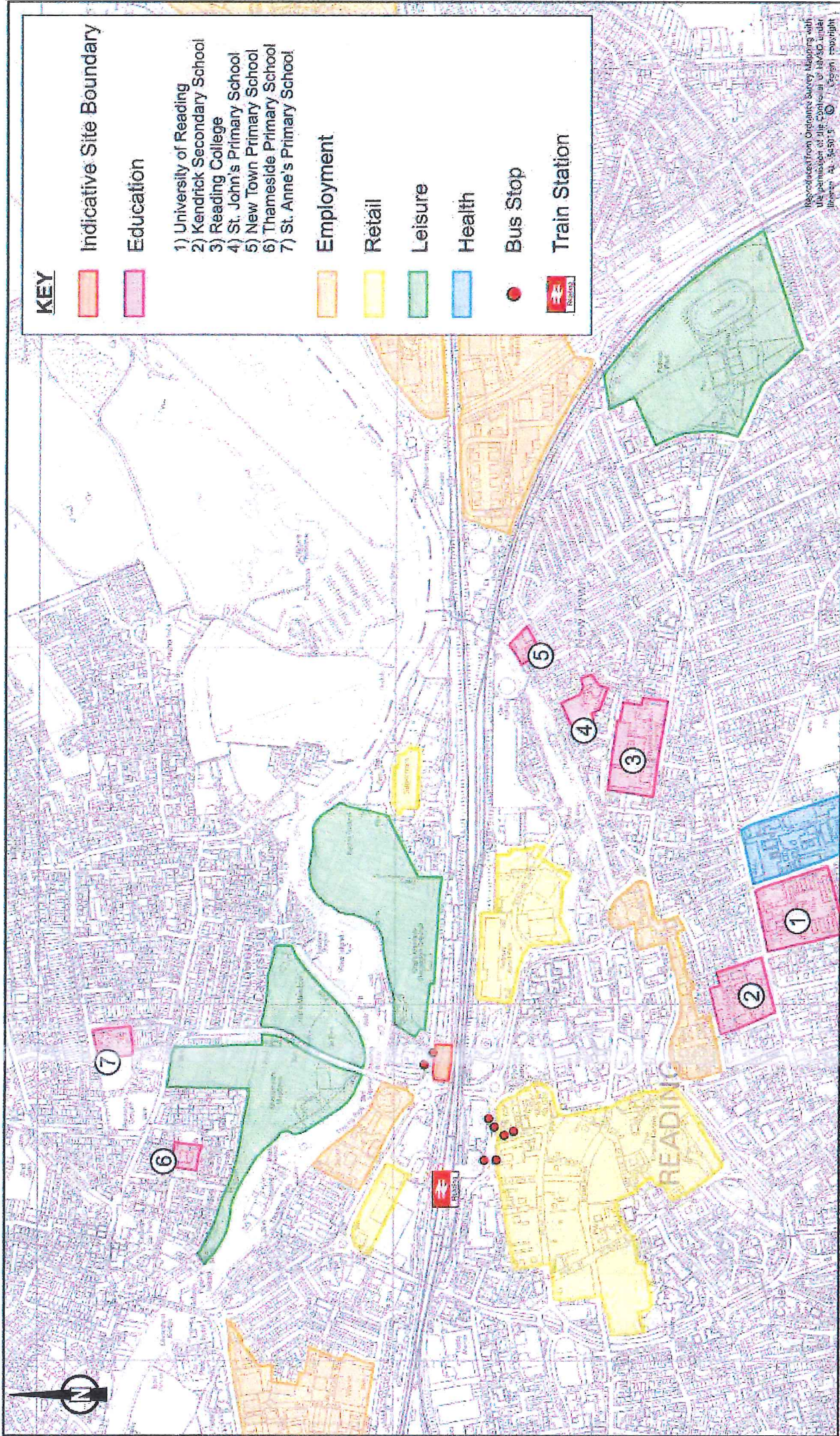
- 9.1 A draft Action Plan has been prepared (presented overleaf) which may be used to set up and maintain the Travel Plan. Please note that the monitoring period of the Travel Plan will only extend beyond the 5 years if it does not deliver its objectives and targets by the end of Year 5.

Table 9.1: Proposed Action Plan

	Action	Target Date	Responsibility
Prior to Occupation	Appoint TPC	6 months prior to occupation	Developer
	TPC to prepare Final Travel Plan	3-6 months prior to occupation	TPC
	Agree contents of final Travel Plan with LHA/LPA including SMART targets	3 months prior to occupation	TPC/LHA
	Prepare Welcome Travel Pack (text/graphics/printing)	3 months prior to occupation	TPC
	Set up Bus voucher scheme	3 months prior to occupation	TPC
	Acquire relevant bus/rail/cycling/walking maps	3 months prior to occupation	TPC
	Acquire relevant bus/rail timetables and fare info	3 months prior to occupation	TPC
	Set-up car club and secure discount rate for first year membership	3 months prior to occupation	TPC
	Investigate opportunities for ReadyBike subsidised hours	3 months prior to occupation	
	Acquire additional marketing materials regarding benefits of sustainable travel	3 months prior to occupation	TPC
	Set-up cycle voucher scheme with local or online retailer	3 months prior to occupation	
	Set up website	3 months prior to occupation	TPC
	Approval of Resident Travel Pack (LHA/LPA)	1 month prior to occupation	TPC/LHA
Site Occupation	Implement Travel Plan	within 1 month of 1st occupation	TPC
	Launch website	within 1 month of 1st occupation	TPC
	Distribute Welcome Travel Pack to 1st residents inclusive of all subsidised vouchers and membership schemes	within 1 month of 1st occupation	TPC
Year 1 - 5	Offer PTP to residents	within 1 month of 1st occupation and 6 months thereafter	TPC
	Continued distribution of Welcome Travel Pack	within 3 weeks of occupation	TPC
	Resident Meeting	offered once annually	TPC
	Periodic distribution of bus/walking/cycling maps	once annually	TPC
	Periodic distribution of timetables and fare info	once annually	TPC
	Further distribution of subsidised travel vouchers (subject to initial redemption and budget available)	once annually following complete distribution of travel packs	TPC
	Undertake baseline travel survey	On occupation of 50% of development	TPC
	Review SMART targets	1 month after survey	TPC
	Review Travel Plan and proposed targets with LHA/LPA	1 month after survey	TPC/LHA
	Management of website	ongoing	TPC
	Responding to resident enquiries	ongoing	TPC
	Annual travel survey	anniversary of the first survey for subsequent 4 years	TPC
	Review Travel Plan and targets with LHA/LPA	1 month after survey	TPC/LHA









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JOB TITLE

DRAWING TITLE

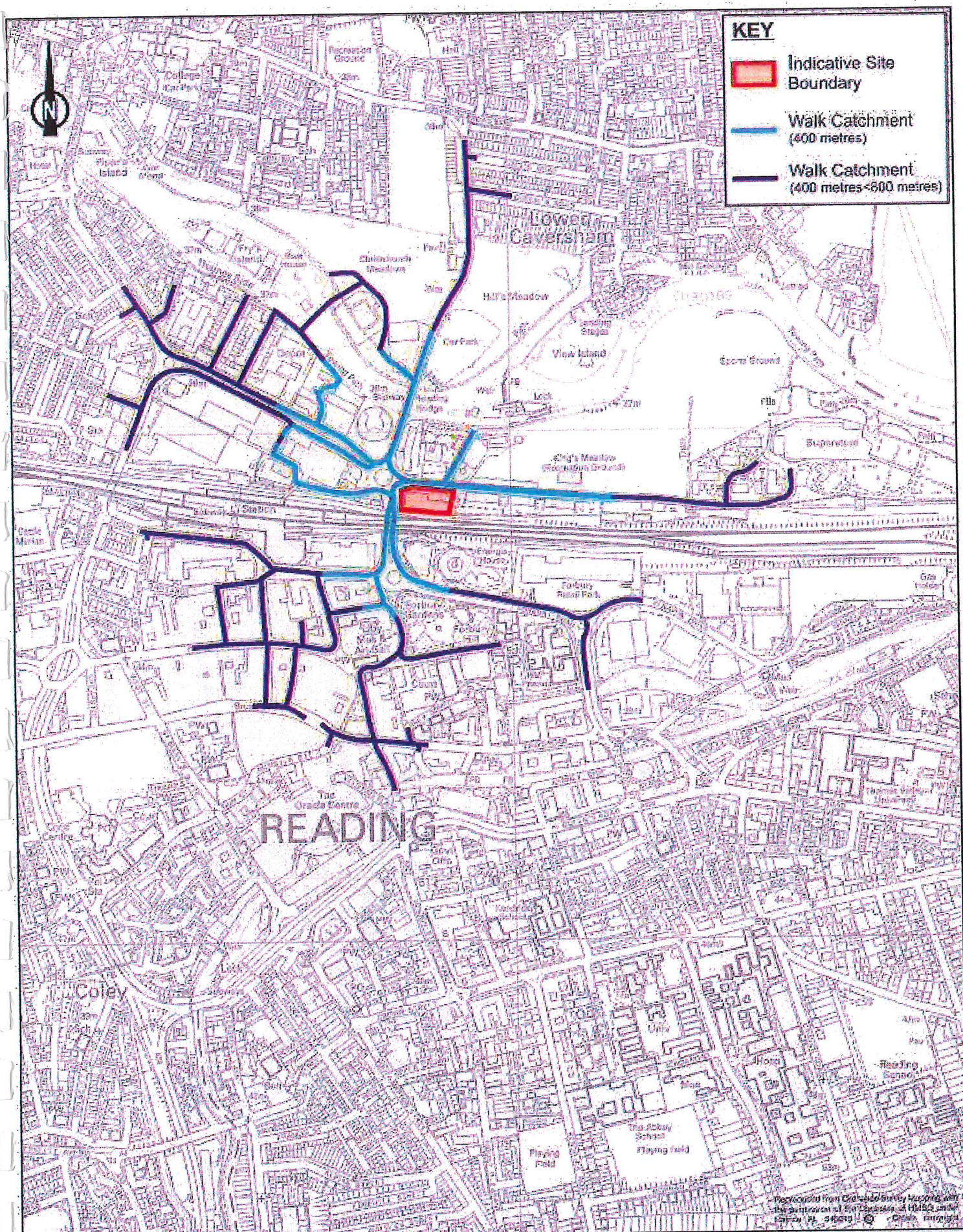
FIGURE NO.

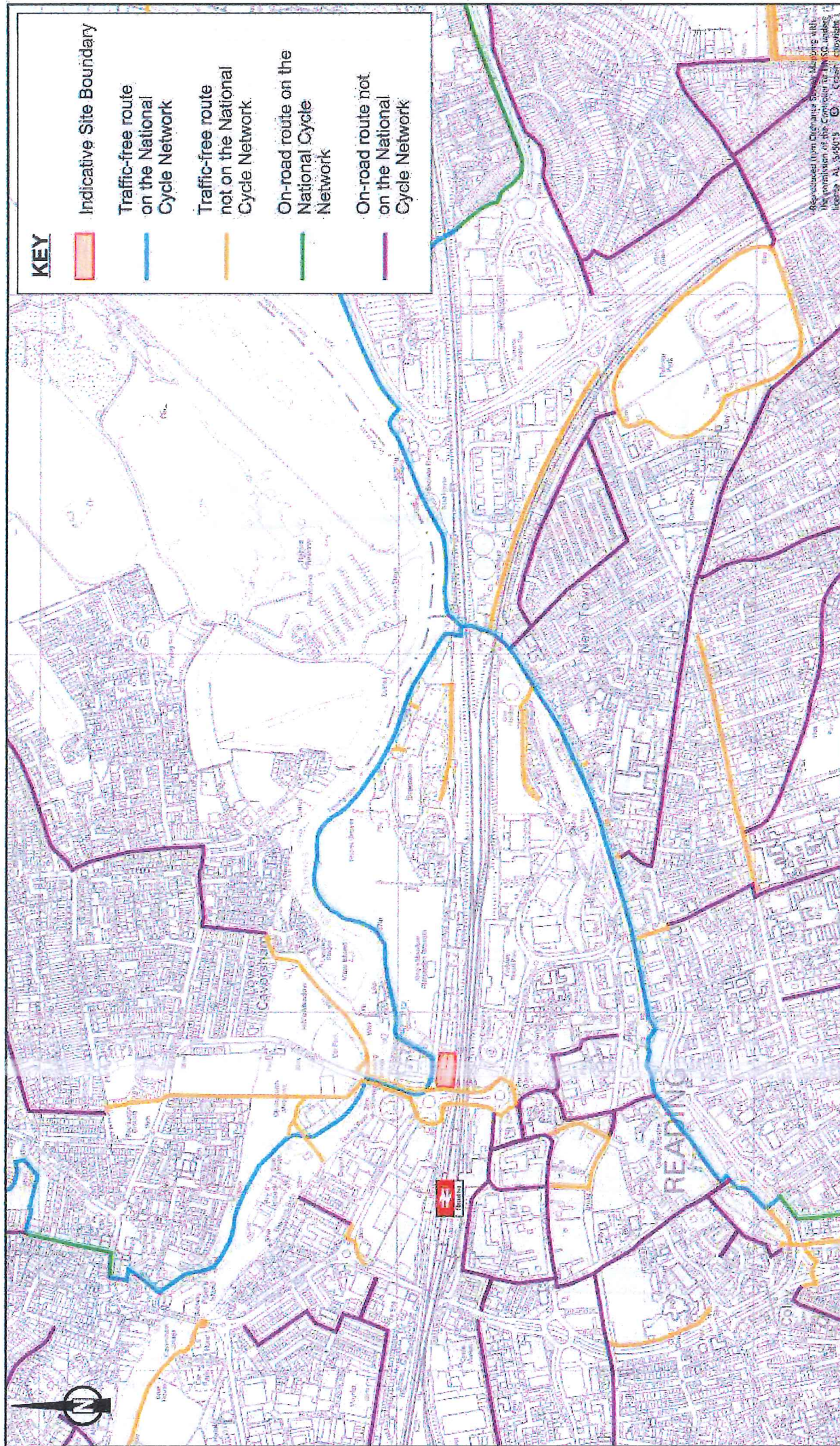
Thames Quarter,
Reading

Accessibility Plan

Figure 3.1

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KEY

- █ Indicative Site Boundary
- █ Traffic-free route on the National Cycle Network
- █ Traffic-free route not on the National Cycle Network
- █ On-road route on the National Cycle Network
- █ On-road route not on the National Cycle Network

FIGURE NO.

DRAWING TITLE

JOB TITLE

Figure 3.3

Thames Quarter,
Reading
Cycle Route Plan



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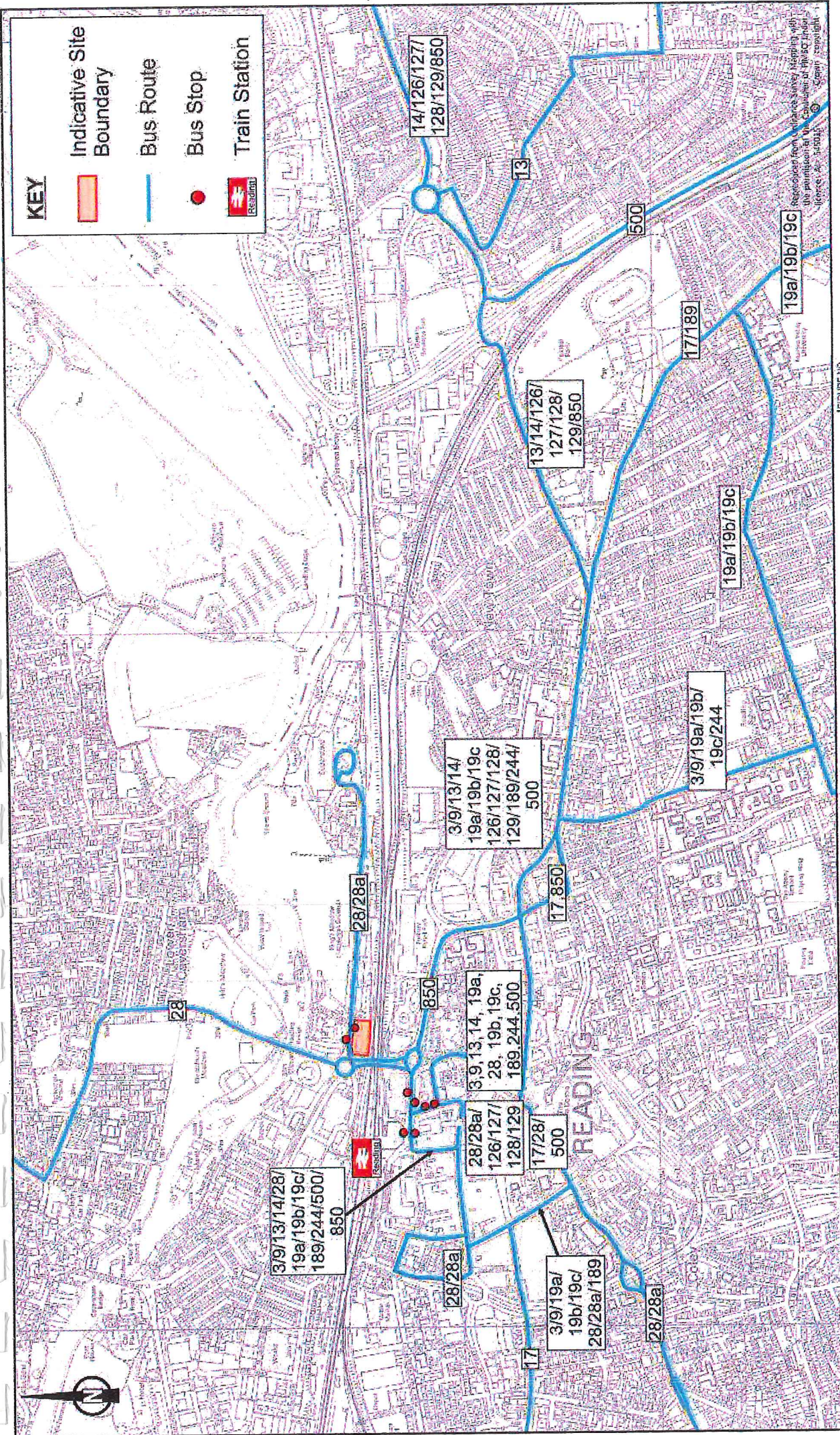


FIGURE NO. 3.4

Figure 3.4

Existing Bus Services

Thames Quarter,
Reading

DRAWING TITLE

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Nicola Clay

From: Saunders, Chris [REDACTED]
Sent: 04 December 2014 16:32
To: Nicola Clay
Subject: RE: Coopers BMW Reading
Attachments: Convenience Store MM Trip Rates.pdf

Nicola

Thank you for your email and the proposed trip rates for a convenience store. I have had assessed the TRICS database as well and have reached the same conclusion as yourself that there are a very limited number of comparison sites on the system similar to that proposed.

Given the small nature of the store and the extensive parking restrictions on the neighbouring roads , I am happy to progress as detailed below.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Offices
Bridge Street
Reading Borough Council
RG1 2LU

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From: Nicola Clay [mailto:[REDACTED]]
Sent: 25 November 2014 15:05
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Hi Chris

Apologies my mistake! Please find attached.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House

Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: [REDACTED]
Website: www.stuartmichael.co.uk

From: Saunders, Chris [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: 25 November 2014 15:04
To: Nicola Clay
Subject: RE: Coopers BMW Reading

Nicola

Thank you for your email but unfortunately there was no TRICs output attached. If this can be sent I will look at it as soon as possible.

Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

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From: Nicola Clay [<mailto:njc@stuartmichael.co.uk>]
Sent: 25 November 2014 11:38
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Chris,

Following on from our previous discussions regarding trip rates for the proposed scheme at Coopers Garage we are moving forward with a convenience store. It is intended that the store would serve the residential development (similar to that which would be provided on site for a housing development) with no parking provided on site. should parking be required the Kingsmeadow car park is located opposite the site. It is therefore anticipated that nay vehicular movements associated with the store would be minimal.

I have therefore based my selection criteria within TRICS on town centre sites with no associated parking, please find the output report attached. I note that the sample size is small, however these sites best reflect the proposed development site. The cross test reports less than 30% for the peak periods and is therefore in line with TRICS guidance. I have applied a 75% reduction to the trips generation to account for passby-linked in trips as was the approved methodology for the Station Hill 3 and Sorting Office applications.

Please could you confirm that you accord with the proposed trip rates and/or provide comment on any adjustments that should be applied.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
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Berkshire
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Tel: [REDACTED]

Website: www.stuartmichael.co.uk

From: Saunders, Chris [mailto:[REDACTED]]
Sent: 17 September 2014 14:49
To: Nicola Clay
Cc: Stewart Andrews
Subject: FW: Coopers BMW Reading

Dear Nicola

Thank you for your email and attachments and I apologise for the delay in replying. I have now had the opportunity to examine the details and comment as follows.

With regards the minutes of the meeting I had with Stewart Andrews I find these a true reflection of meeting and I am happy with them.

In respect of the trip rates proposed I have also interrogated TRICS and for the residential I came out similar to your rates and those used previously in the nearby developments and as a result I am happy to use the ones you propose.

With the retail I get a much higher rate than yourself and I include my trip rate print out for your information. The cross test on these was 6% which is in accordance with the TRICS user guide for small samples. The problem with the retail is however given they are two small isolated units and until your client has some firm indication of who will occupy them, it is hard to pin down an accurate trip rate given the vast differences between trip rates between different retail uses.

With regards the Station Hill TRICS sites used I do not have details of the actual sites uses. However I do have the technical report from the first Station Hill application which indicates the varied types of retail uses chosen, which I attach for your information. Given the close proximity of the various applications the same methodology was used on all.

I hope this information is of use and if you require any more, please do contact me.

Kind Regards

Chris Saunders IEng, FIHE

Nicola Clay

From: Saunders, Chris [REDACTED]
Sent: 13 November 2014 16:13
To: Nicola Clay
Subject: RE: Coopers BMW Reading - Development Flows

Dear Nicola

Thank you for your email. Given the close proximity of the junctions I am happy for one ARCADY model combining both junctions.

If you need anything else, please let me know.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

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From: Nicola Clay [mailto:[REDACTED]]
Sent: 11 November 2014 10:35
To: Saunders, Chris
Subject: RE: Coopers BMW Reading - Development Flows

Chris,

We are in the process of building the traffic models. In view of the proximity of the two A329 roundabout junctions (Forbury Road/A329N/A329E and A329W/George St/Kings Meadow/A329S/station Car Park) we are proposing to build a combined ARCADY model as opposed to two separate models.

Could you confirm that you approve of this approach or comment whether you would prefer separate models to be prepared.

Kind regards

Nicola

Nicola Clay

Senior Transport Planner

Nicola Clay

From: Saunders, Chris [REDACTED]
Sent: 21 October 2014 14:05
To: Nicola Clay
Subject: RE: Coopers BMW Reading

Nicola

Thank you for your email and I can confirm that I find your approach acceptable. Given our model is for the traditional peak times, these will need to be assessed but undertaking sensitive testing on the observed peak hours is a sensible way forward.

With regards the data you asked for I have chased our consultants up. I do have a meeting with them on Thursday, so hopefully I will get the data by then.

Kind Regard

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
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RG1 7AE

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From: Nicola Clay [REDACTED]
Sent: 20 October 2014 14:53
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Chris,

I have now received the MCC data from our traffic consultant for the A329 roundabout junctions :

- . Vastern Rd/Kings Meadow Rd/George Street/Station Car Park
- . Vastern Rd/Forbury Rd

The data indicates that the local peaks at these junctions vary to that of the typical commuter peak periods (0800-0900 and 1700-1800). The observed peak periods (based on total hourly traffic flows) are as follows:

- . Vastern Rd/Kings Meadow Rd/George Street/Station Car Park: 0730-0830 and 1615-1715
- . Vastern Rd/Forbury Rd: 0700-0800 and 1600-1700

It is assumed that the variation in peak periods between the roundabouts is likely attributed to the traffic flow from one to the other.

I am proposing that the Transport Assessment would undertake junction capacity testing for the typical commuter peak periods and then further sensitivity testing for the observed peak periods at both junctions. Please could you confirm that you accord with this approach, or advise as to your preferred approach should you not accord with my suggested method.

Kind Regards

Nicola

Nicola Clay

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Tel: [REDACTED]
Website: www.stuartmichael.co.uk

From: Saunders, Chris [REDACTED]
Sent: 09 October 2014 16:35
To: Nicola Clay
Subject: RE: Coopers BMW Reading

Nicola

Thanks you for your emails and I am sorry that I missed you this morning. Following your query I have looked back through our records and the following information may be of use to you. There are revised model runs from April 2013 and a copy of the runs you have with notes from me which indicated errors. Also there is a response from our consultants, below with regards my queries.

I can confirm that you have labelled the junctions correctly.

With regards the early email on turning movements at the Caversham Road / Vastern Road roundabout as the revised extracts show the turning movements are 40% Caversham Road, 60% Vastern Road.

If you need anything else, please let me know

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

Nicola Clay

From: Saunders, Chris [REDACTED]
Sent: 17 September 2014 14:49
To: Nicola Clay
Cc: Stewart Andrews
Subject: FW: Coopers BMW Reading
Attachments: Residential MM Trip Rates.PDF; Retail MM Trip Rates.PDF; 4710 - Trip Generation - TRICS comparison.pdf; 4710 - Initial Transportation Scoping Meeting.pdf; TEchnical Note Trip Rates.pdf; Retail Rate Flats Sept 2014 RBC.pdf

Dear Nicola

Thank you for your email and attachments and I apologise for the delay in replying. I have now had the opportunity to examine the details and comment as follows.

With regards the minutes of the meeting I had with Stewart Andrews I find these a true reflection of meeting and I am happy with them.

In respect of the trip rates proposed I have also interrogated TRICS and for the residential I came out similar to your rates and those used previously in the nearby developments and as a result I am happy to use the ones you propose.

With the retail I get a much higher rate than yourself and I include my trip rate print out for your information. The cross test on these was 6% which is in accordance with the TRICS user guide for small samples. The problem with the retail is however given they are two small isolated units and until your client has some firm indication of who will occupy them, it is hard to pin down an accurate trip rate given the vast differences between trip rates between different retail uses.

With regards the Station Hill TRICS sites used I do not have details of the actual sites uses. However I do have the technical report from the first Station Hill application which indicates the varied types of retail uses chosen, which I attach for your information. Given the close proximity of the various applications the same methodology was used on all.

I hope this information is of use and if you require any more, please do contact me.

Kind Regards

Chris Saunders IEng, FIHE
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Department of Environment and Neighbourhood Services

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From: Nicola Clay [REDACTED]
Sent: 03 September 2014 12:47
To: Saunders, Chris
Cc: Stewart Andrews
Subject: Coopers BMW Reading

Chris,

I understand that you met with my colleague Stewart Andrews, 19th August, to discuss the scope of the transport assessment in relation to the proposed development at the existing Coopers Garage, Reading site. Please find attached the meeting minutes which provide a summary of your discussions. I trust that these are reflective of your discussions, however should you wish for any amendments to made me please let me know.

Following on from your meeting with Stewart I have undertaken a TRICS assessment for the proposed development. I have also taken into consideration the trip rates agreed as part of the Station Hill and Chatham Place developments, as advised by yourself during the scoping meeting. I attach the proposed trip rates TRICS output reports for the proposed development (both Residential and Retail t). I have applied the following criteria in the selection process:

	Residential	Retail
Location	Town centre, Edge of Town Centre	Neighbourhood Centre (PPS6), Residential Zone
Area	Sites Located in Scotland, Wales and Ireland have been excluded.	Sites Located in Scotland, Wales and Ireland have been excluded.
Land Use	C3: Residential	Retail
Sub-Land Use	C3: Flats Privately Owned	Local Shops (Neighbourhood Centre)
Quantum	100-400 units (output= 132-294units)* *294 – maximum units available	1000-1890sqm GFA (output 100-1890)* *1890 = maximum sqm GFA available
Output	Multi-Modal	Multi-Modal
Travel Plan	No	No

Nb: With regards to the retail development there are no sites available within a town centre location and therefore the public transport provision for each site is much lower than the residential site selected.

I have reviewed the TRICS trip rates against those of the Station Hill and Chatham Place trip rates. The attached PDF provides an overview of the trip rates for ease of reference. The residential trip rates prove comparable, however the retail trip rates are much lower than those applied for the Station Hill development. If you have access to the approved TRICs outputs for the Station Hill development this would likely provide a good basis for comparing the proposed trip rates against those of Station Hill.

In terms of assessing the existing site traffic generation we are undertaking surveys tomorrow to provide initial data with which we can then compare existing with proposed and this will inform us of the potential increase in traffic flow.

If you could provide some feedback with regards to the proposed trip rates this would be much appreciated.

Kind regards

Nicci

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
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Nicola Clay

From: Saunders, Chris [REDACTED]
Sent: 09 October 2014 16:35
To: Nicola Clay
Subject: RE: Coopers BMW Reading
Attachments: Turning arrival flows April 2013.pdf; Station Hill Model runs 15-03-13 with RBC comments.PDF; SKMBT_C28014100910440.pdf

Nicola

Thanks you for your emails and I am sorry that I missed you this morning. Following your query I have looked back through our records and the following information may be of use to you. There are revised model runs from April 2013 and a copy of the runs you have with notes from me which indicated errors. Also there is a response from our consultants, below with regards my queries.

I can confirm that you have labelled the junctions correctly.

With regards the early email on turning movements at the Caversham Road / Vastern Road roundabout as the revised extracts show the turning movements are 40% Caversham Road, 60% Vastern Road.

If you need anything else, please let me know

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

[REDACTED] (internal extension)

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



From: Tom Withey [REDACTED]
Sent: 28 March 2013 12:09
To: Saunders, Chris
Cc: Scott Witchalls; Leuillette, Ruth
Subject: RE: Station Hill - Reading Transport Model Invoice

Chris,

Thanks for your email.

With regards your comments on the document, my responses are below with reference to the page number of the report:

12-26. In the junction diagram, the numbers all refer to Volume/Capacity (V/C) ratios, rather than flows. These were required as part of the model brief. Considering them in this light, I think all the diagrams are sensible. For example, it is not unusual for all turns from the same arm at a roundabout to have the same v/c ratio, as the model tries to balance out the flow and capacity evenly across all turns from an arm, in order to minimise the V/C for any single turn.

33-34. The access from the car park you refer to are actually all flows from the civic centre/hexagon car park. Regarding the town centre restrictions, note that the diagrams are showing V/C flows, and that there are some flows in the model on this link due to buses.

35-36. The flows on the link highlighted are on the slip road. Generally, these vehicles are using the slip road as an alternative to the IDR.

For item 2, I believe the junction diagrams have prompted this question. I can assure that the model has been modified to take into account the town centre restrictions. What you believed to be flows were in fact V/C ratios, and for those links you highlight, we are showing V/C ratios due to the presence of bus flows. Pages 8-11 of the scanned report show the development flows, and these show zero flow on Friar Street, West Street and Gun Street, as expected.

For item 3, there is no assumed model forecast year (we have always maintained this when dealing with developers). For the purposes of development control, the modelled forecast must include all significant consented developments. Because in many of these cases we don't know when the build out is likely to be, we can't say what the forecast year for the model is. However, at the same time need to assume an increase in background traffic so that not all of the growth in the model comes from consented development. To account for this background growth, we use Tempro factors to generate a nominal growth up to 2015. We know that the model doesn't actually represent a 2015 forecast year, however, we have to add in something for the background, and 2015 was the year chosen for that.

I hope that clears everything up to your satisfaction, but please get in touch if there are any unresolved issues, or if you have any further queries.

Tom

From: Saunders, Chris

Sent: 28 March 2013 10:58

To: Tom Withey

Cc: Scott Witchalls; Leuillette, Ruth

Subject: RE: Station Hill - Reading Transport Model Invoice

Tom

Thank you for the model runs for Station Hill and unfortunately I have some questions to ask before I can finally release this to the developer's agent. I comment as follows.

- 1) The model runs show some inconsistencies with flows not corresponding with preceding flows which results in flows increasing and decreasing through junctions for no apparent reasons. I attach a scanned version of the document with all my queries and would be grateful if these could be answered.
- 2) The runs show large volumes of development traffic going through West Street, Friar Street and Gun Street during the morning and evening peak periods. I questioned these flows given since April 2011, the Town Centre restrictions have been changed so only buses, taxis and certain permit authorised vehicles can enter the central area between 7am and 11am and 4pm and 7pm, 7 days a week. Before the changes the restrictions were 11am to 4pm so vehicles could travel through the area during peak hours. Can you therefore confirm that the model has been adjusted to take in to account the new restrictions and if so why are there development flows along these roads.
- 3) The proxy year for development is 2015 and this clearly needs to be explained as the completion year of the development is going to be considerably latter than this and the Highway Authority has informed the developers agent that the proposals need to be assessed on year of opening.

As you are probably aware this is a high profile site and I have to ensure the data we are giving the developers agent is correct so we are not open to criticism during the planning process.

I look forward to hearing from you.

Kind Regards

Chris Saunders IEng, FIHE

Transport Development Control Manager

Reading Borough Council
Civic Centre
Reading
RG1 7AE

Tel 0118 937 3949

DIFFICULT TIMES, BIG QUESTIONS...WE NEED TO TALK.

Tell us what you think and register for updates at

www.reading.gov.uk/weneedtotalk

From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 09 October 2014 11:03
To: Saunders, Chris
Cc: Leuillette, Ruth
Subject: RE: Coopers BMW Reading

Good Morning Chris and Ruth,

I tried calling this morning but understand you were both out of the office/in meetings.

I am trying to clarify the Station Hill 3 development trips. I have been through the TA and as far as I can determine the only development link flows are provided under Appendix E of the document.

I have extracted the relevant junctions which we are to test as part of the Coopers Garage proposals:

- . Vastern Road(A329)/Napier Road/George St (B3345)/A329(south to Forbury Road)
- . Vastern Road (A329)/Caversham Road/Caversham Road (A329)

These junctions are attached. However, should I have located these junctions incorrectly please do advise!

What I would like to understand is whether these diagrams show the development trips or are they inclusive of baseline traffic/future year traffic also? I query this based on the fact that there are trips on all arms of the junctions as opposed to those which one would expect in terms of accessing the development site.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
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RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [mailto:Chris.Saunders@reading.gov.uk]
Sent: 08 October 2014 12:40
To: Nicola Clay

Cc: Leuillette, Ruth
Subject: RE: Coopers BMW Reading

Dear Nicola

Thank you for your email. The officer responsible for the Reading Transport Model is Ruth Leuillette and I have copied her in on this response.

To help you out the Station Hill 3 TA with all the model runs is on the web under this application number 130436, on the bottom of the first page of documents and the Royal mail Site is on the web under application number 110024 with the final TA on page 5 of the documents.

If you need anything else, please let me know

Chris Saunders IEng, FIHE
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From: Nicola Clay [<mailto:njc@stuartmichael.co.uk>]
Sent: 07 October 2014 16:31
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Chris,

I wonder if you might be so kind as to provide me with the contact details of a colleague who deals with the Reading Transport Model.

I am struggling to extract the development trips from some of the committed development TA's (e.g. Station Hill) and therefore it would prove of assistance if this could be provided to me to ensure that our traffic modelling is robust.

I am still trying to clarify the type of retail development being proposed at Coopers Garage.

Kind Regards

Nicola

Nicola Clay

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Stuart Michael Associates Limited
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Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]

Sent: 17 September 2014 14:49

To: Nicola Clay

Cc: Stewart Andrews

Subject: FW: Coopers BMW Reading

Dear Nicola

Thank you for your email and attachments and I apologise for the delay in replying. I have now had the opportunity to examine the details and comment as follows.

With regards the minutes of the meeting I had with Stewart Andrews I find these a true reflection of meeting and I am happy with them.

In respect of the trip rates proposed I have also interrogated TRICS and for the residential I came out similar to your rates and those used previously in the nearby developments and as a result I am happy to use the ones you propose.

With the retail I get a much higher rate than yourself and I include my trip rate print out for your information. The cross test on these was 6% which is in accordance with the TRICS user guide for small samples. The problem with the retail is however given they are two small isolated units and until your client has some firm indication of who will occupy them, it is hard to pin down an accurate trip rate given the vast differences between trip rates between different retail uses.

With regards the Station Hill TRICS sites used I do not have details of the actual sites uses. However I do have the technical report from the first Station Hill application which indicates the varied types of retail uses chosen, which I attach for your information. Given the close proximity of the various applications the same methodology was used on all.

I hope this information is of use and if you require any more, please do contact me.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

0118 937 3949 (73949 internal extension)



From: Nicola Clay [<mailto:njc@stuartmichael.co.uk>]
Sent: 03 September 2014 12:47
To: Saunders, Chris
Cc: Stewart Andrews
Subject: Coopers BMW Reading

Chris,

I understand that you met with my colleague Stewart Andrews, 19th August, to discuss the scope of the transport assessment in relation to the proposed development at the existing Coopers Garage, Reading site. Please find attached the meeting minutes which provide a summary of your discussions. I trust that these are reflective of your discussions, however should you wish for any amendments to be made please let me know.

Following on from your meeting with Stewart I have undertaken a TRICS assessment for the proposed development. I have also taken into consideration the trip rates agreed as part of the Station Hill and Chatham Place developments, as advised by yourself during the scoping meeting. I attach the proposed trip rates TRICS output reports for the proposed development (both Residential and Retail). I have applied the following criteria in the selection process:

	Residential	Retail
Location	Town centre, Edge of Town Centre	Neighbourhood Centre (PPS6), Residential Zone
Area	Sites Located in Scotland, Wales and Ireland have been excluded.	Sites Located in Scotland, Wales and Ireland have been excluded.
Land Use	C3: Residential	Retail
Sub-Land Use	C3: Flats Privately Owned	Local Shops (Neighbourhood Centre)
Quantum	100-400 units (output= 132-294units)* *294 – maximum units available	1000-1890sqm GFA (output 100-1890)* *1890 = maximum sqm GFA available
Output	Multi-Modal	Multi-Modal
Travel Plan	No	No

Nb: With regards to the retail development there are no sites available within a town centre location and therefore the public transport provision for each site is much lower than the residential site selected.

I have reviewed the TRICS trip rates against those of the Station Hill and Chatham Place trip rates. The attached PDF provides an overview of the trip rates for ease of reference. The residential trip rates prove comparable, however the retail trip rates are much lower than those applied for the Station Hill development. If you have access to the approved TRICS outputs for the Station Hill development this would likely provide a good basis for comparing the proposed trip rates against those of Station Hill.

In terms of assessing the existing site traffic generation we are undertaking surveys tomorrow to provide initial data with which we can then compare existing with proposed and this will inform us of the potential increase in traffic flow.

If you could provide some feedback with regards to the proposed trip rates this would be much appreciated.

Kind regards

Nicci

Nicola Clay

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MEETING RECORD

Project:	Coopers BMW Reading	Job Reference:	4710
Subject:	Initial Transportation Scoping Meeting	Date:	19 th August 2014
Venue:	Civic Centre, Reading		
Attendees:	Chris Saunders (CS) - Reading Borough Council Stewart Andrews (SWA) - Stuart Michael Associates		
Apologies:			
Distribution:	As above plus the Applicants		
1.0	SWA identified the site and described the proposals. SWA also noted that initial pre-application discussions had been held with the Council's Planning Officers.		
1.1	CS agreed that the proposed development was located in a highly accessible area.		
1.2	With regard to parking provision SWA noted that a parking provision of 35% had been agreed with Officers as part of a previous proposal for the site. CS confirmed that although the site is just outside of the Council's Zone 1 parking area, to all intents and purposes it should be treated as being Zone 1 and therefore a reduced parking standard would be appropriate.		
1.3	CS requested that any Transport Assessment include a parking accumulation assessment to demonstrate that the proposed parking provision is appropriate.		
1.4	CS also noted that although the site was not located within an existing car park permit zone, it is likely that a Planning Condition will be applied to any consent to remove the rights of future residents to a parking permit. CS requested that the Transport Assessment include a plan detailing the existing parking restrictions in force around the proposed development site.		
1.5	CS requested that the Transport Assessment include a comparison between the trip generation resulting from the existing and proposed uses of the site. If there is little difference between the trip generation characteristics of the uses CS will only require an assessment of the operation and capacity of the Napier Road and Forbury Road roundabout junctions. Should the differences be significant however CS will require that the traffic impact of the proposed development be assessed using the Council's Traffic Model.		
1.6	The timing for traffic surveys was discussed and CS noted that given the different term dates for Schools in Reading, traffic surveys should be scheduled for the week commencing 15 th September. (Post meeting note, CS confirmed that the Council do not have any road works programmed for the road network around the site during the week commencing 15 th September).		
1.7	With regard to trip generation rates for the proposed development, CS requested that TRICS be used to provide a representative rate. CS confirmed that given the site location and accessibility he would be content to include London sites (TRAVL) as part of the TRICS analysis in this case.		
1.8	CS noted that a full Residential Travel Plan would be required to support the trip generation rates used for the Transport Assessment.		
1.9	With regard to provision for a car club on-site, CS noted that the Common Wheels Car Club is already active in this part of Reading and might be a good first contact regarding provision and levels of service. Other options to be considered for the Travel Plan could include integrated ticketing.		
1.10	CS also noted that he now follows DfT advice regarding projected year for future assessment as full occupation.		

MEETING RECORD

1.11	It was agreed that 2011 Census data regarding journey to work should be used for traffic assignment and distribution.	
1.12	CS requested that account be taken of the following consented schemes: • The redevelopment of the Royal mail Sorting Office on Caversham Road (residential); • Kenavon Drive (residential); • Station Hill (retail, hotel and residential); • Chatham Place (residential).	
1.13	CS also requested that the impact of the new cycle crossing over the River Thames be included as part of the assessments.	
1.14	With regard to Crossrail, CS noted that only two trains per hour will run from Reading.	
1.15	CS also noted that there is still a protected line for road improvements along Napier Road which will need to be respected by any scheme for the site. (plans detailing the protected line provided by CS post meeting).	
1.16	SWA undertook to provide a Transport Assessment Scoping Report for agreement with CS.	SWA



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
	KN KENSINGTON AND CHELSEA	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	132 to 294 (units:)
Range Selected by User:	100 to 400 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/05 to 13/10/11
-------------	----------------------

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	2

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

Selected Location Sub Categories:

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

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

Filtering Stage 3 selection:

Use Class:

C3	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

500,001 or More	3 days
-----------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|---|
| 1 | GM-03-C-02 BLOCK OF FLATS
WHITWORTH STREET W.

MANCHESTER
Town Centre
Built-Up Zone
Total Number of dwellings: 154
Survey date: THURSDAY 13/10/11 | GREATER MANCHESTER

Survey Type: MANUAL
KINGSTON |
| 2 | KI-03-C-02 BLOCK OF FLATS
SOPWITH WAY

KINGSTON UPON THAMES
Edge of Town Centre
No Sub Category
Total Number of dwellings: 132
Survey date: MONDAY 14/06/10 | Survey Type: MANUAL
KENSINGTON AND CHELSEA |
| 3 | KN-03-C-02 BLOCK OF FLATS
BECKFORD CLOSE

SOUTH KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 294
Survey date: TUESDAY 15/06/10 | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SC-03-C-01	low pt provision

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.012	3	193	0.055	3	193	0.067
08:00 - 09:00	3	193	0.045	3	193	0.107	3	193	0.152
09:00 - 10:00	3	193	0.050	3	193	0.047	3	193	0.097
10:00 - 11:00	3	193	0.022	3	193	0.034	3	193	0.056
11:00 - 12:00	3	193	0.050	3	193	0.034	3	193	0.084
12:00 - 13:00	3	193	0.029	3	193	0.040	3	193	0.069
13:00 - 14:00	3	193	0.033	3	193	0.033	3	193	0.066
14:00 - 15:00	3	193	0.034	3	193	0.045	3	193	0.079
15:00 - 16:00	3	193	0.048	3	193	0.043	3	193	0.091
16:00 - 17:00	3	193	0.047	3	193	0.041	3	193	0.088
17:00 - 18:00	3	193	0.069	3	193	0.047	3	193	0.116
18:00 - 19:00	3	193	0.072	3	193	0.072	3	193	0.144
19:00 - 20:00	1	294	0.071	1	294	0.058	1	294	0.129
20:00 - 21:00	1	294	0.054	1	294	0.034	1	294	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.636			0.690			1.326

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.002	3	193	0.002	3	193	0.004
08:00 - 09:00	3	193	0.012	3	193	0.012	3	193	0.024
09:00 - 10:00	3	193	0.007	3	193	0.007	3	193	0.014
10:00 - 11:00	3	193	0.002	3	193	0.002	3	193	0.004
11:00 - 12:00	3	193	0.003	3	193	0.003	3	193	0.006
12:00 - 13:00	3	193	0.000	3	193	0.000	3	193	0.000
13:00 - 14:00	3	193	0.002	3	193	0.002	3	193	0.004
14:00 - 15:00	3	193	0.002	3	193	0.002	3	193	0.004
15:00 - 16:00	3	193	0.005	3	193	0.005	3	193	0.010
16:00 - 17:00	3	193	0.005	3	193	0.005	3	193	0.010
17:00 - 18:00	3	193	0.003	3	193	0.003	3	193	0.006
18:00 - 19:00	3	193	0.005	3	193	0.005	3	193	0.010
19:00 - 20:00	1	294	0.007	1	294	0.007	1	294	0.014
20:00 - 21:00	1	294	0.010	1	294	0.010	1	294	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.065			0.130

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.002	3	193	0.002	3	193	0.004
08:00 - 09:00	3	193	0.000	3	193	0.000	3	193	0.000
09:00 - 10:00	3	193	0.000	3	193	0.000	3	193	0.000
10:00 - 11:00	3	193	0.000	3	193	0.000	3	193	0.000
11:00 - 12:00	3	193	0.000	3	193	0.000	3	193	0.000
12:00 - 13:00	3	193	0.000	3	193	0.000	3	193	0.000
13:00 - 14:00	3	193	0.000	3	193	0.000	3	193	0.000
14:00 - 15:00	3	193	0.002	3	193	0.002	3	193	0.004
15:00 - 16:00	3	193	0.000	3	193	0.000	3	193	0.000
16:00 - 17:00	3	193	0.002	3	193	0.002	3	193	0.004
17:00 - 18:00	3	193	0.000	3	193	0.000	3	193	0.000
18:00 - 19:00	3	193	0.000	3	193	0.000	3	193	0.000
19:00 - 20:00	1	294	0.000	1	294	0.000	1	294	0.000
20:00 - 21:00	1	294	0.000	1	294	0.000	1	294	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.000	3	193	0.000	3	193	0.000
08:00 - 09:00	3	193	0.000	3	193	0.000	3	193	0.000
09:00 - 10:00	3	193	0.000	3	193	0.000	3	193	0.000
10:00 - 11:00	3	193	0.000	3	193	0.000	3	193	0.000
11:00 - 12:00	3	193	0.000	3	193	0.000	3	193	0.000
12:00 - 13:00	3	193	0.000	3	193	0.000	3	193	0.000
13:00 - 14:00	3	193	0.000	3	193	0.000	3	193	0.000
14:00 - 15:00	3	193	0.000	3	193	0.000	3	193	0.000
15:00 - 16:00	3	193	0.000	3	193	0.000	3	193	0.000
16:00 - 17:00	3	193	0.000	3	193	0.000	3	193	0.000
17:00 - 18:00	3	193	0.000	3	193	0.000	3	193	0.000
18:00 - 19:00	3	193	0.000	3	193	0.000	3	193	0.000
19:00 - 20:00	1	294	0.000	1	294	0.000	1	294	0.000
20:00 - 21:00	1	294	0.000	1	294	0.000	1	294	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.002	3	193	0.005	3	193	0.007
08:00 - 09:00	3	193	0.000	3	193	0.009	3	193	0.009
09:00 - 10:00	3	193	0.002	3	193	0.007	3	193	0.009
10:00 - 11:00	3	193	0.002	3	193	0.002	3	193	0.004
11:00 - 12:00	3	193	0.002	3	193	0.005	3	193	0.007
12:00 - 13:00	3	193	0.003	3	193	0.003	3	193	0.006
13:00 - 14:00	3	193	0.000	3	193	0.000	3	193	0.000
14:00 - 15:00	3	193	0.000	3	193	0.000	3	193	0.000
15:00 - 16:00	3	193	0.000	3	193	0.002	3	193	0.002
16:00 - 17:00	3	193	0.003	3	193	0.000	3	193	0.003
17:00 - 18:00	3	193	0.009	3	193	0.002	3	193	0.011
18:00 - 19:00	3	193	0.017	3	193	0.009	3	193	0.026
19:00 - 20:00	1	294	0.017	1	294	0.014	1	294	0.031
20:00 - 21:00	1	294	0.007	1	294	0.000	1	294	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.058			0.122

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.016	3	193	0.059	3	193	0.075
08:00 - 09:00	3	193	0.038	3	193	0.164	3	193	0.202
09:00 - 10:00	3	193	0.053	3	193	0.050	3	193	0.103
10:00 - 11:00	3	193	0.022	3	193	0.038	3	193	0.060
11:00 - 12:00	3	193	0.050	3	193	0.040	3	193	0.090
12:00 - 13:00	3	193	0.029	3	193	0.048	3	193	0.077
13:00 - 14:00	3	193	0.045	3	193	0.043	3	193	0.088
14:00 - 15:00	3	193	0.045	3	193	0.055	3	193	0.100
15:00 - 16:00	3	193	0.069	3	193	0.047	3	193	0.116
16:00 - 17:00	3	193	0.053	3	193	0.043	3	193	0.096
17:00 - 18:00	3	193	0.107	3	193	0.067	3	193	0.174
18:00 - 19:00	3	193	0.093	3	193	0.078	3	193	0.171
19:00 - 20:00	1	294	0.092	1	294	0.068	1	294	0.160
20:00 - 21:00	1	294	0.065	1	294	0.044	1	294	0.109
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.777			0.844			1.621

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.010	3	193	0.034	3	193	0.044
08:00 - 09:00	3	193	0.031	3	193	0.222	3	193	0.253
09:00 - 10:00	3	193	0.041	3	193	0.107	3	193	0.148
10:00 - 11:00	3	193	0.047	3	193	0.086	3	193	0.133
11:00 - 12:00	3	193	0.078	3	193	0.064	3	193	0.142
12:00 - 13:00	3	193	0.117	3	193	0.090	3	193	0.207
13:00 - 14:00	3	193	0.109	3	193	0.102	3	193	0.211
14:00 - 15:00	3	193	0.098	3	193	0.081	3	193	0.179
15:00 - 16:00	3	193	0.133	3	193	0.090	3	193	0.223
16:00 - 17:00	3	193	0.160	3	193	0.138	3	193	0.298
17:00 - 18:00	3	193	0.212	3	193	0.129	3	193	0.341
18:00 - 19:00	3	193	0.145	3	193	0.045	3	193	0.190
19:00 - 20:00	1	294	0.085	1	294	0.020	1	294	0.105
20:00 - 21:00	1	294	0.078	1	294	0.058	1	294	0.136
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.344			1.266			2.610

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.002	3	193	0.034	3	193	0.036
08:00 - 09:00	3	193	0.014	3	193	0.067	3	193	0.081
09:00 - 10:00	3	193	0.010	3	193	0.033	3	193	0.043
10:00 - 11:00	3	193	0.005	3	193	0.026	3	193	0.031
11:00 - 12:00	3	193	0.014	3	193	0.019	3	193	0.033
12:00 - 13:00	3	193	0.005	3	193	0.029	3	193	0.034
13:00 - 14:00	3	193	0.012	3	193	0.010	3	193	0.022
14:00 - 15:00	3	193	0.010	3	193	0.033	3	193	0.043
15:00 - 16:00	3	193	0.045	3	193	0.014	3	193	0.059
16:00 - 17:00	3	193	0.064	3	193	0.036	3	193	0.100
17:00 - 18:00	3	193	0.045	3	193	0.007	3	193	0.052
18:00 - 19:00	3	193	0.029	3	193	0.010	3	193	0.039
19:00 - 20:00	1	294	0.037	1	294	0.007	1	294	0.044
20:00 - 21:00	1	294	0.020	1	294	0.000	1	294	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.312			0.325			0.637

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

MULTI-MODAL TRAIN PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.000	3	193	0.066	3	193	0.066
08:00 - 09:00	3	193	0.010	3	193	0.084	3	193	0.094
09:00 - 10:00	3	193	0.003	3	193	0.026	3	193	0.029
10:00 - 11:00	3	193	0.000	3	193	0.012	3	193	0.012
11:00 - 12:00	3	193	0.003	3	193	0.021	3	193	0.024
12:00 - 13:00	3	193	0.005	3	193	0.022	3	193	0.027
13:00 - 14:00	3	193	0.005	3	193	0.012	3	193	0.017
14:00 - 15:00	3	193	0.017	3	193	0.002	3	193	0.019
15:00 - 16:00	3	193	0.005	3	193	0.003	3	193	0.008
16:00 - 17:00	3	193	0.024	3	193	0.016	3	193	0.040
17:00 - 18:00	3	193	0.071	3	193	0.014	3	193	0.085
18:00 - 19:00	3	193	0.060	3	193	0.005	3	193	0.065
19:00 - 20:00	1	294	0.054	1	294	0.003	1	294	0.057
20:00 - 21:00	1	294	0.017	1	294	0.000	1	294	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.274			0.286			0.560

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.000	3	193	0.000	3	193	0.000
08:00 - 09:00	3	193	0.000	3	193	0.000	3	193	0.000
09:00 - 10:00	3	193	0.000	3	193	0.000	3	193	0.000
10:00 - 11:00	3	193	0.000	3	193	0.000	3	193	0.000
11:00 - 12:00	3	193	0.000	3	193	0.000	3	193	0.000
12:00 - 13:00	3	193	0.000	3	193	0.000	3	193	0.000
13:00 - 14:00	3	193	0.000	3	193	0.000	3	193	0.000
14:00 - 15:00	3	193	0.000	3	193	0.000	3	193	0.000
15:00 - 16:00	3	193	0.000	3	193	0.000	3	193	0.000
16:00 - 17:00	3	193	0.000	3	193	0.000	3	193	0.000
17:00 - 18:00	3	193	0.000	3	193	0.000	3	193	0.000
18:00 - 19:00	3	193	0.000	3	193	0.000	3	193	0.000
19:00 - 20:00	1	294	0.000	1	294	0.000	1	294	0.000
20:00 - 21:00	1	294	0.000	1	294	0.000	1	294	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.002	3	193	0.100	3	193	0.102
08:00 - 09:00	3	193	0.024	3	193	0.152	3	193	0.176
09:00 - 10:00	3	193	0.014	3	193	0.059	3	193	0.073
10:00 - 11:00	3	193	0.005	3	193	0.038	3	193	0.043
11:00 - 12:00	3	193	0.017	3	193	0.040	3	193	0.057
12:00 - 13:00	3	193	0.010	3	193	0.052	3	193	0.062
13:00 - 14:00	3	193	0.017	3	193	0.022	3	193	0.039
14:00 - 15:00	3	193	0.028	3	193	0.034	3	193	0.062
15:00 - 16:00	3	193	0.050	3	193	0.017	3	193	0.067
16:00 - 17:00	3	193	0.088	3	193	0.052	3	193	0.140
17:00 - 18:00	3	193	0.116	3	193	0.021	3	193	0.137
18:00 - 19:00	3	193	0.090	3	193	0.016	3	193	0.106
19:00 - 20:00	1	294	0.092	1	294	0.010	1	294	0.102
20:00 - 21:00	1	294	0.037	1	294	0.000	1	294	0.037
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.590			0.613			1.203

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	193	0.029	3	193	0.198	3	193	0.227
08:00 - 09:00	3	193	0.093	3	193	0.547	3	193	0.640
09:00 - 10:00	3	193	0.110	3	193	0.222	3	193	0.332
10:00 - 11:00	3	193	0.076	3	193	0.164	3	193	0.240
11:00 - 12:00	3	193	0.147	3	193	0.148	3	193	0.295
12:00 - 13:00	3	193	0.160	3	193	0.193	3	193	0.353
13:00 - 14:00	3	193	0.171	3	193	0.167	3	193	0.338
14:00 - 15:00	3	193	0.171	3	193	0.171	3	193	0.342
15:00 - 16:00	3	193	0.252	3	193	0.155	3	193	0.407
16:00 - 17:00	3	193	0.305	3	193	0.233	3	193	0.538
17:00 - 18:00	3	193	0.443	3	193	0.219	3	193	0.662
18:00 - 19:00	3	193	0.345	3	193	0.147	3	193	0.492
19:00 - 20:00	1	294	0.286	1	294	0.112	1	294	0.398
20:00 - 21:00	1	294	0.187	1	294	0.102	1	294	0.289
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.775			2.778			5.553

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

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

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
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 Number of weekdays (Monday-Friday): 3
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This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



ANNEXURE 6

National Space Standards



Department for
Communities and
Local Government

Technical housing standards – nationally described space standard

March 2015
Department for Communities and Local Government



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March 2015

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Technical housing standards – nationally described space standard

Introduction

1. This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
2. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use.

Using the space standard

3. The standard Gross Internal Areas set out in Table 1 are organised by storey height to take account of the extra circulation space needed for stairs to upper floors, and deal separately with one storey dwellings (typically flats) and two and three storey dwellings (typically houses).
4. Individual dwelling types are expressed with reference to the number of bedrooms (denoted as 'b') and the number of bedspaces (or people) that can be accommodated within these bedrooms (denoted as 'p'). A three bedroom (3b) home with one double bedroom (providing two bed spaces) and two single bedrooms (each providing one bed space) is therefore described as 3b4p.
5. This allows for different combinations of single and double/twin bedrooms to be reflected in the minimum Gross Internal Area. The breakdown of the minimum Gross Internal Area therefore allows not only for the different combinations of bedroom size, but also for varying amounts of additional living, dining, kitchen and storage space; all of which are related to the potential occupancy.
6. Relating internal space to the number of bedspaces is a means of classification for assessment purposes only when designing new homes and seeking planning approval (if a local authority has adopted the space standard in its Local Plan). It does not imply actual occupancy, or define the minimum for any room in a dwelling to be used for a specific purpose other than in complying with this standard.
7. Minimum floor areas and room widths for bedrooms and minimum floor areas for storage are also an integral part of the space standard. They cannot be used in isolation from other parts of the design standard or removed from it.

8. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls¹ that enclose the dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. The Gross Internal Area should be measured and denoted in square metres (m²).
9. The Gross Internal Areas in this standard will not be adequate for wheelchair housing (Category 3 homes in Part M of the Building Regulations) where additional internal area is required to accommodate increased circulation and functionality to meet the needs of wheelchair households.

Technical requirements

10. The standard requires that:
 - a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
 - b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
 - c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide
 - d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²
 - e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
 - f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)
 - g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
 - h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
 - i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

¹ The internal face of a perimeter wall is the finished surface of the wall. For a detached house, the perimeter walls are the external walls that enclose the dwelling, and for other houses or apartments they are the external walls and party walls.

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

*** Notes (added 19 May 2016):**

1. Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m² for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

2. GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with 5 or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.

3. Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.

4. Furnished layouts are not required to demonstrate compliance.

Executed and delivered when dated as a)
deed by **M&G RPF LIMITED PARTNERSHIP**)
acting by its general partner **M&G RPF GP**)
LIMITED acting by a director in the)
presence of


.....
Director
John Duxbury


.....
Signature of witness

Name **Diane Sumner**

Address **10 Fenchurch Avenue**
..... **London EC3M 5AG**

Executed and delivered when dated as a)
deed by the affixing of THE COMMON SEAL)
of **READING BOROUGH COUNCIL** in the)
presence of:-)


.....
Authorised Signatory

Minute	PAC 04/09/2019, Min 50
Originator	WB
Seal No.	74/2020
Checked	UJ

DATED 10th March **2020**

M & G RPF LIMITED PARTNERSHIP

acting by and through its general partner

M & G RPF GP LIMITED (1)

("the Owner")

READING BOROUGH COUNCIL (2)

("the Council")

AGREEMENT

constituting a Planning Obligation relating to land at
Former Cooper BMW Premises, Kings Meadow Road, Reading RG1 8BN

(Planning Application No. **190809**)

C J Brooks BSc
Assistant Director Legal &
Democratic Services
Reading Borough Council
DX 40124 Reading (Castle Street)
IKEN 7300
WB 012592/TC20318