



Emmer Green Kindergarten

Transport Statement

Client: Emmer Green Kindergarten

i-Transport Ref: JN/EN/IC/ITL210710-001B

Date: 24 August 2026

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i-Transport LLP

33 Queen Street
London
EC4R 1AP

Tel: 0204 531 3660

www.i-transport.co.uk

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Quality Management

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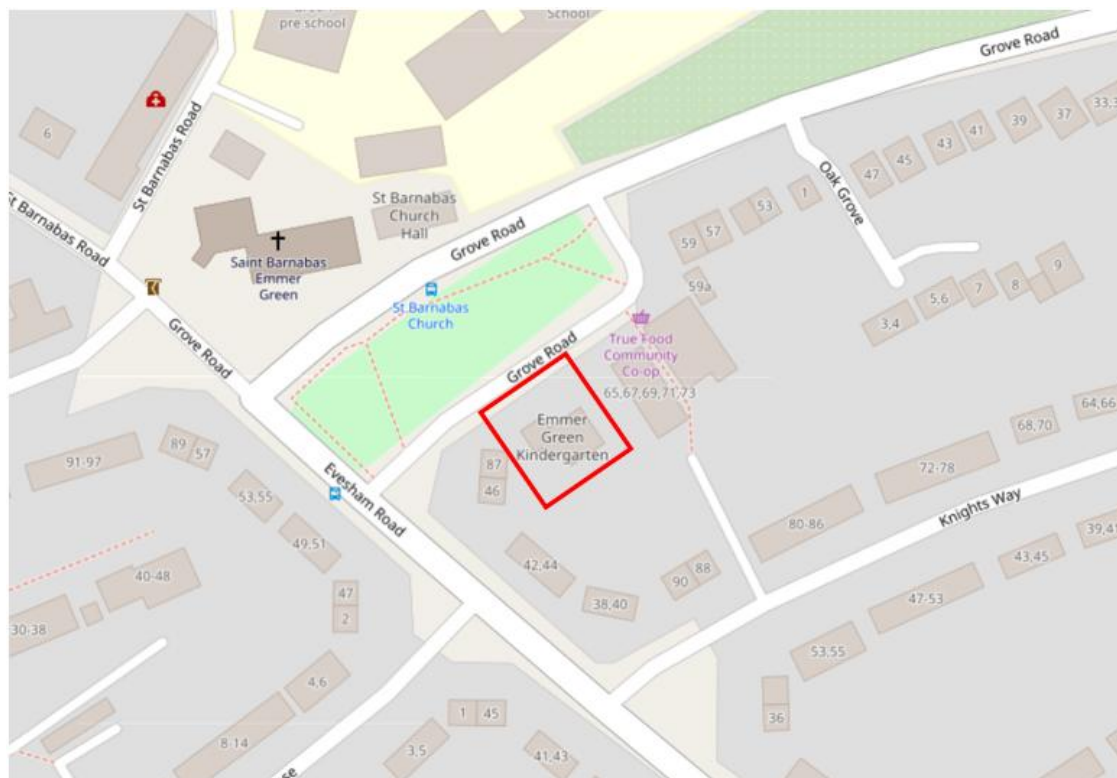
SECTION 1 INTRODUCTION

- 1.1.1 Emmer Green Kindergarten (the 'Applicant') has commissioned i-Transport LLP to provide highways and transport advice in relation to their extension proposals at Emmer Green Kindergarten, RG4 8LJ. The site is located within the administrative boundary of Reading Borough Council (RBC) who are the local highway and planning authority.
- 1.1.2 The extension proposals entail the provision of an on-site portacabin that can accommodate 25 children between the ages of 3-4. No additional staff are proposed to be employed as part of the extension as the existing staffing levels exceed the legally required staffing ratios. Therefore, the existing staff will instead be redistributed across the new and existing development
- 1.1.3 Feedback on the feasibility of the extension proposal was sought from RBC and a response received on the 8th May 2026. In summary, RBC have indicated that they are in support of the extension proposals for 25 pupils subject to all necessary regulatory approvals. The letter is included in full within **Appendix A**.

1.2 Site Location and Context

- 1.2.1 The site is located on Grove Road and currently operates as Emmer Green Kindergarten catering to children between the ages of 3 months to 4 years. The nursery comprises of five base groups, split by age, all of which operate under their own daily routines.
- 1.2.2 The site location shown in red in **Image 1-1**.

Image 1-1: Site Location Plan



Source: OpenStreetMap with Consultant's edits

1.3 Report Structure

1.3.1 This Transport Statement (TS) has been prepared to set out the transport and highways implications of the proposed development and the resulting implications for the car park and servicing layout as well as access for pedestrians and cyclists.

1.3.2 The TS is structured as follows:

- Section 2 – Policy Context.
- Section 3 – Existing Transport Conditions.
- Section 4 – Development Proposal and Site Layout.
- Section 5 – Traffic Impact and Trip Assessment; and
- Section 6 – Summary and Conclusions.

SECTION 2 POLICY REVIEW

2.1 Overview

- 2.1.1 This section sets out a review of national and local transport policy and guidance against which the proposal is to be assessed.

2.2 National Policy

National Planning Policy Framework August 2026 (NPPF)

- 2.2.1 The National Planning Policy Framework (NPPF), most recently revised in August 2026, details the Government's national planning policies and sets out how these are expected to be applied in relation to development proposals. The NPPF is a material consideration in determining applications for development.
- 2.2.2 Fundamentally, the emerging proposals need to accord with the key transport principles identified by Paragraph TR3 of section 15 'Promoting Sustainable Transport' of the National Planning Policy Framework (NPPF), i.e.:
- a) "Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;
 - b) Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;
 - c) Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
 - d) The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and
 - e) In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed." (ref: NPPF, Paragraph TR3)

- 2.2.3 Paragraph TR6 of the NPPF sets a high-bar test in determining planning applications. Only when transport impacts are 'severe adverse' in terms of capacity or congestion, or where safety impacts are 'unacceptable', should an application be refused, and development prevented. This is an intentionally high-bar and acknowledges that even significant impacts of development can/should be acceptable

2.3 Local Policy

Reading Borough Local Plan 2019

- 2.3.1 The RBC Local Plan was formally adopted in November 2019 and outlines the boroughs core policies for development in the borough up to 2036.

- 2.3.2 With regards to transport the local plan states:

"All developments will be assessed for their impact upon the transport network, including the local and trunk road and motorway networks and, where relevant, the rail network. Development should provide mitigation measures in line with their impacts on these networks, taking account of levels of development that have already been accepted, and mitigation measures that have already been agreed or implemented. It will be a condition of planning permission that appropriate measures are in place to secure any remedial transport measures required. Where necessary, a transport assessment of the scheme will be required. This will measure the impacts both of the development proposal and of any remedial measures proposed by the developer to address those impacts."

- 2.3.3 In line with the above, this Transport Statement has been produced to assess the impact of the development proposal.

Reading Local Transport Plan (2011-2026)

- 2.3.4 The RBC local transport plan was formally adopted in April 2011 and outlines the boroughs transport strategies for achieving sustainable development. The document identifies a number of key transport objectives, these being:

- *To facilitate more physically active travel for journeys in a healthy environment;*
- *To improve personal safety on the transport network;*
- *To provide affordable, accessible and inclusive travel options for everyone;*
- *To ensure that the transport network operates safely and efficiently to meet the needs of all users;*
- *To align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;*

- *To deliver balanced packages of value for money transport solutions and make best use of existing transport investment;*
- *To offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport;*
- *To improve journey times, journey time reliability and the availability of information; and*
- *To reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low-carbon future.*

2.3.5 The objectives clearly highlight the boroughs commitment to the promotion of sustainable forms of transport and the need for developments to implement measures that encourage the uptake of active travel.

Reading Revised Parking Standards and Design

2.3.6 The LBR revised parking standards and design guidance note was formally adopted in October 2011 and details the minimum and maximum provisions for parking at proposed developments in the borough, both vehicular and cycle.

2.3.7 The minimum cycle requirements for D1 Day Nurseries is as follows:

- 1 space per 2 FTE staff

2.4 Summary

2.4.1 National planning policy states that developments should only be prevented where its impact on the transport network is considered 'severe'. Regional and local transport policies reflect national policy and establish the transport requirements for the modal shift of all journey types to more sustainable modes of transport, as well as providing guidance on walking, cycling and parking.

SECTION 3 EXISTING CONDITIONS

3.1 Overview

- 3.1.1 This section of the TS sets out a review of the existing nearby baseline transport conditions and includes a review of the site, the characteristics of the local highway network and the opportunities for walking, cycling and public transport provision.

3.2 School Operations

The Nursery Day

- 3.2.1 The nursery offers a range of session each consisting of their own timetable; the sessions are as follows:

Table 3-1: Kindergarten Operational Timetable

	Start Time	Finish Time
Session 1	08:00	18:00
Session 2	08:00	15:30
Session 3	09:00	15:30
Session 4	08:00	13:00
Session 5	13:00	18:00

Source: Emmer Green Kindergarten Website

Existing Staff and Pupils

Staff

- 3.2.2 The kindergarten currently employs 30 Full-Time Equivalent (FTE) staff.
- 3.2.3 Staff typically begin arriving on site between 0700-0800 and depart between 1600-1900.

Pupils

- 3.2.4 The existing nursery currently provides for 80 pupils across their five base groups. The distribution of pupils is summarised in **Table 3-2**.

Table 3-2: Emmer Green Pupil Groups

Base Group	Age Bracket
Babies (Willows),	3 – 24 months
Pre Toddlers (Maples),	12 – 24 months
Toddlers (Acorns),	24 months – 3 years
Preschool (Chestnuts & Hollies),	3 – 4 years

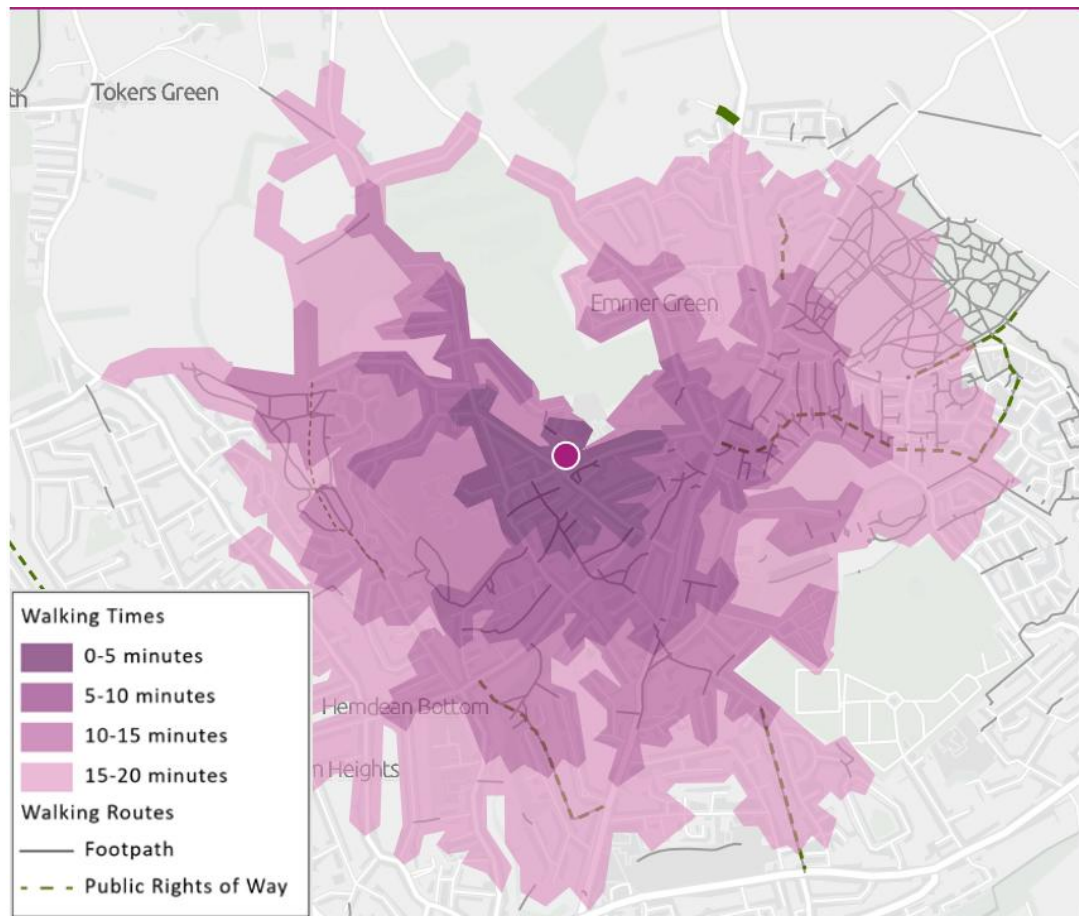
Source: Emmer Green Kindergarten Website

- 3.2.5 Given the separate session periods, pupil pick-up and drop-off is staggered. Most pupil drop-off typically occurs between 08:00 – 09:00 whilst pickup occurs most frequently between 15:30-16:00 and 18:00-18:30 depending on the pupil's session start and finish times.

3.3 Walking and Cycling

- 3.3.1 The surrounding environment is typical of an urban layout; pedestrian footways are provided adjacent the carriageways complete with dropped kerbs at crossing points and street lighting at regular intervals. Footways are separated from the carriageway by green verges which assist in reducing the intimidation factor of vehicles along the roads.
- 3.3.2 Grove Road is designated as local cycle route R4, routeing from Evesham Road to the George Street River Thames crossing in central Reading c2.3km south of the site.
- 3.3.3 National cycle route 5 runs along Surley Road west of the site, routeing from Central Reading to locations north of Reading entirely. Given the low speeds enforced on the local roads many and the presence of formal cycle routes in the immediate vicinity, the site is considered very accessible to cyclists.
- 3.3.4 An isochrone detailing a 20-minutes walking catchment originating at the site is provided in **Image 3-1**.

Image 3-1: 20-minutes Walking Catchment



Source: Reading.gov

3.4 Public Transport

Bus

- 3.4.1 The nearest bus stop to the site is located on Grove Road, a minutes' walk from the site opposite St Barnabas' Church. This stop is served by the routes 23 berry, and the school buses 80, and 82. This bus stops is provided with sheltered seating and a bus flag proving timetable and frequency information.
- 3.4.2 The 23 berry route runs a service every 30 minutes, whilst routes 82 and 80 operate one service a day.
- 3.4.3 An additional bus service, the 24 berry route, can be accessed from Evesham Road a minutes' walk west of the site. The 24 berry service routes in the opposite direction of the 23 berry route and also provides one service every 30 minutes.

Rail

- 3.4.4 There are no rail services provided within a suitable walk distance of the site. The closest rail station is Reading located a c.2.7km south of the site; a 17-minutes bus journey. This station is served by Great Western Railway, South Western Railway, Cross County and the Elizabeth Line, providing high-capacity and frequency services to destinations throughout the UK.

3.5 Local Highway Network

Grove Road

- 3.5.1 Grove Road bounds the northern boundary of the site, providing the sites sole access point. It is a two-way single carriageway road subject to a 20mh speed limit, that runs in a general east – west direction. Within the immediate vicinity of the site the road is divided into two separate arms separated by a green verge, re-joining into a single carriageway c.50m northeast of the site.
- 3.5.2 Pedestrian footways are provided adjacent the carriageways in addition to footpaths through the green verge connecting the two carriageway lanes. Adjacent the site, the road does not feature any parking restrictions, whilst opposite the green verge on the northern arm of Grove Road 'keep clear' school marking are provided. Given the lack of parking controls adjacent the site, parents typically park on Grove Road for pickup and drop off purposes. An aerial view of Grove Road is shown in **Image 3-2**.

Image 3-2: Grove Road Aerial View



Evesham Road / St Barnabus Road

3.5.3 Evesham road is located west of the site and forms a junction with the western end the two Grove Road arms, as can be seen in **Image 3-2**. It runs in a general north – south direction, forming a three-arm roundabout with Buckingham Drive at its southern end and a four-arm roundabout with Surley Road and Tredegar Road at its northern end.

3.5.4 The road features a mix of unrestricted and double yellow line parking restrictions along its length, thus on-street parking is present sporadically. The road is subject to a 30mph speed limit, however within the vicinity of the school this is dropped to 20mph.

3.6 **Parking**

Car

3.6.1 The existing site provides a small staff only car park in its forecourt adjacent Grove Road accessed via a dropped kerb. Given that the on-site car park is for staff use only, parents and carers park on-street for pick-up and drop-off purposes, should they arrive by vehicle.

Cycle

3.6.2 The nursery provides a covered, lockable on-site store wherein parents / guardians are able to leave children's buggies and bicycles for the duration of the school day. This store is able to accommodate up to 17 bicycles.

3.6.3 Information provided by the nursery further details that at present they have space for an additional 10 buggies within the existing sheds on site.

3.7 **Parking Stress Survey**

3.7.1 A parking stress survey was undertaken on Tuesday 2nd of December 2025, a neutral weekday. Parking beats were undertaken every 10 minutes between the hours of 08:00-09:30 and 15:00-18:00 to determine how the pick-up and drop-off periods affected the roadside parking capacity.

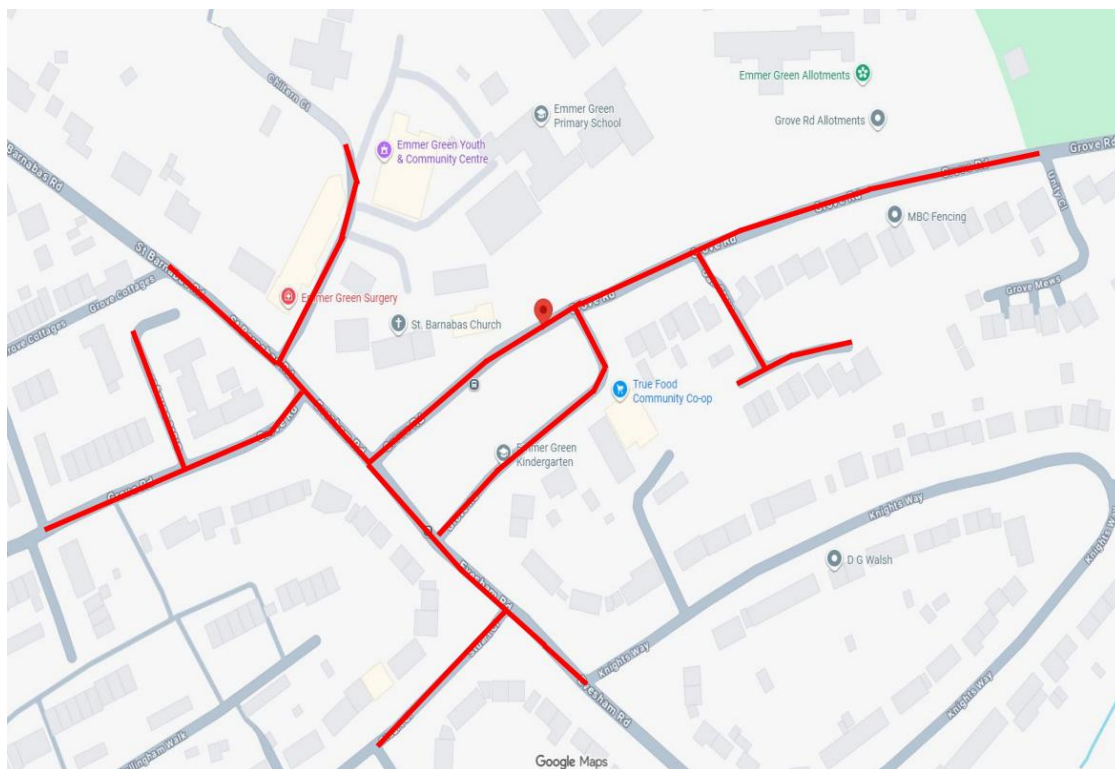
3.7.2 The surveys encompassed all the roads within a 200m walking distance of the proposed development, this included:

- Grove Road;
- Evesham Road / St Barnabus Road;
- Chiltern Court;
- Stuart Close; and

- Grove Cottage

3.7.3 A map showing the extents of the survey area is provided in **Image 3-3**.

Image 3-3: Parking Survey Extents



3.7.4 The parking beat surveyed identified a total of 132 legal parking spaces across the survey area. The results of the parking beat survey are summarised in **Table 3-3**. Peak pick-up/drop-off periods are highlighted in red.

Table 3-3: Parking Survey Results

Time Period	Avg No. of Occupied Spaces	Avg No. of Unoccupied Spaces	Parking Stress (%)
08:00 – 08:30	55	77	42%
08:30 – 09:00	71	61	54%
09:00 – 09:30	54	78	41%
15:00 – 15:30	84	48	63%
15:30 – 16:00	54	78	41%
16:00 – 16:30	57	75	43%
16:30 – 17:00	49	83	37%
17:00 – 17:30	52	80	39%
17:30 – 18:00	50	82	38%

Source: Parking Surveys

3.7.5 The results of the parking stress survey demonstrate that during the majority of the surveyed periods, the on-road parking spaces were under 50% utilised, only crossing this threshold during the periods of 08:30 – 09:00 and 15:00-15:30, as highlighted in red.

3.7.6 The parking stress peaked in the period of 15:00-15:30 at 63%, however this indicates that there were still 48 unoccupied spaces available. This demonstrates that even during the peak pick-up and drop-off periods there is an ample number of parking spaces on the roads surrounding the site to accommodate additional parking before the roads become stressed.

3.7.7 The results of the parking survey are included in full within **Appendix B**.

3.8 Summary

3.8.1 The existing site operates as a kindergarten for pupils aged between 3 months and 4 years. Five sessions are offered over the course of a typical school day, beginning at 08:00 and ending at 18:00. The kindergarten currently employs 30 FTE staff that cater to 80 pupils.

3.8.2 The site is readily accessible by sustainable forms of transport with a strong pedestrian and cyclist network present in the local area. The provision of footways, clearly identified crossings, street lightning and speed calming measures facilitate the easy and safe movement of both pedestrians and cyclists.

3.8.3 Semi-frequent bus services are provided within a few minutes' walk of the site, providing connectivity to Reading station and destinations beyond. The site is therefore considered to have moderate access to public transport services.

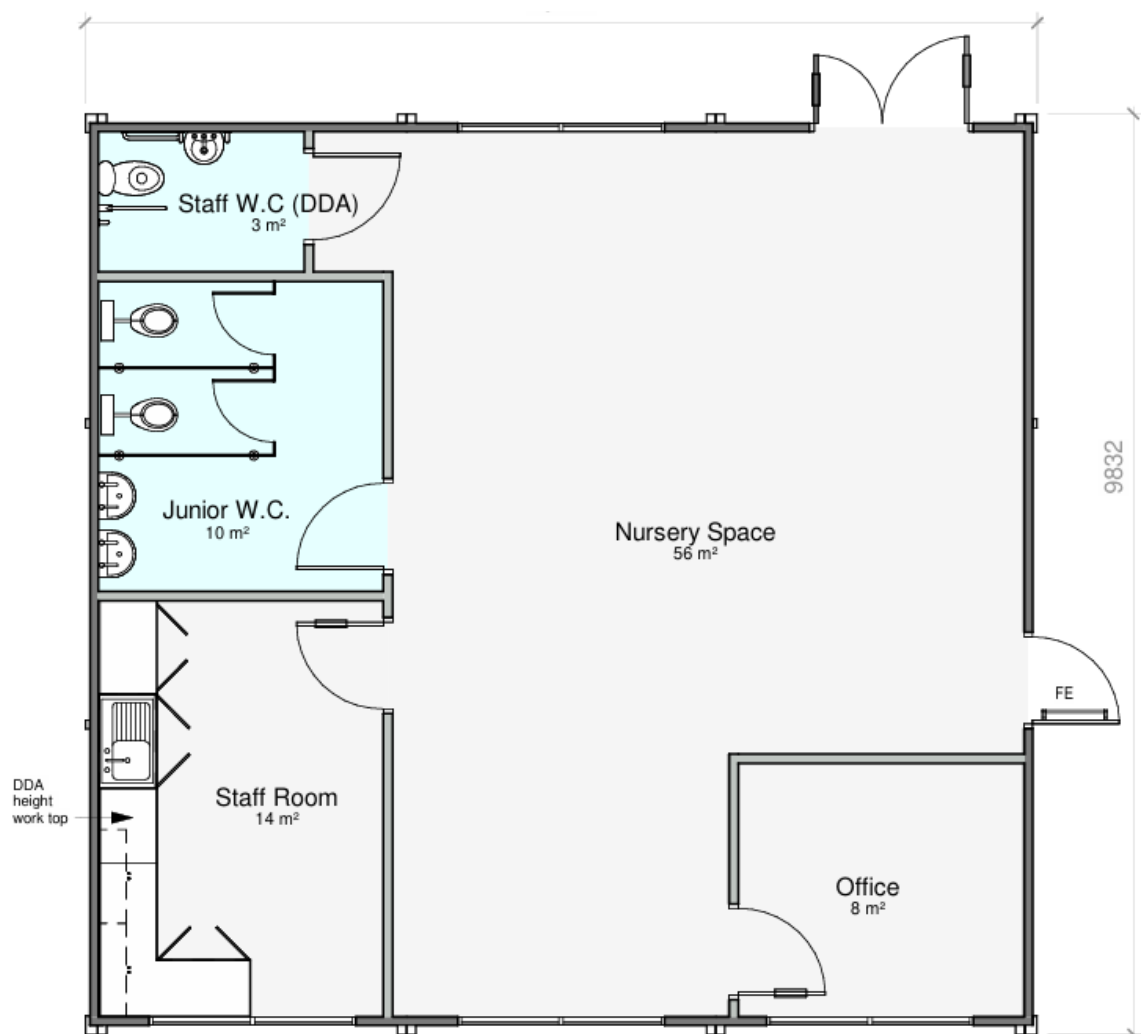
- 3.8.4 A parking stress survey was undertaken on roads with a 200m walking distance of the site during typical school hours, which revealed that the vast majority of local roads are less than 50% utilised. This clearly demonstrates that there is an abundance of parking spaces available to accommodate an uplift in parking demand as a result of the proposals.

SECTION 4 DEVELOPMENT PROPOSAL

4.1 Overview

- 4.1.1 The development proposal entails the provision of an on-site portacabin that can accommodate 25 children.
- 4.1.2 The proposed portacabin site layout plan is included within **Appendix A** with an extract provided at **Image 4-1**.

Image 4-1: Site Layout Plan



Source: Portakabin Drawing Ref: HD/14133/02

4.2 The Nursery Day

- 4.2.1 No changes to the operational running of the nursery day are proposed. The existing groups will be expanded to include the new pupils based on their ages.

4.2.2 Further details of the schools staffing arrangements and use of buildings is included within the supporting letter at **Appendix C**.

4.3 **Access Arrangements**

4.3.1 The existing access arrangements to the wider school will be retained. Vehicular and pedestrian access is provided from Grove Road.

4.3.2 Vehicular access to the on-site car park is permitted for use by staff members only.

4.3.3 Pedestrian access to the kindergarten is controlled by the front office with visitors required to sign in and out upon arrival and departure. During pick-up and drop-off periods, members of staff will be present at the access to marshal the pupils into / out the building.

4.3.4 The existing accesses are shown in **Image 4-2**.

Image 4-2: Existing Site Access



Source: Google Maps

4.3.5 To the rear of the nursery a vehicular access to the site is provided via a RBC owned private driveway off Knights Way. This access will be retained but restricted to usage by emergency vehicles only.

4.4 **Parking**

Cycle

- 4.4.1 As no additional FTE staff will be employed as part of the proposals, in line with the RBC revised parking standards and design guidance note no additional cycle parking spaces are proposed. However, two buggy sheds will be provided adjacent the development to store scooters and buggies that pupils use to journey to nursery.

Car

- 4.4.2 No car parking spaces are proposed as part of the extension.

4.5 **Pick-up / Drop-off Area**

- 4.5.1 No dedicated pick-up or drop-off area or parking spaces are proposed as part of the kindergarten extension.
- 4.5.2 The existing arrangement in which parents and staff park on the roads within the vicinity of the site will continue. A parking stress survey undertaken on the local roads (see **Section 3.7**) surrounding the site revealed that there is ample space to accommodate any uplift that may arise as a result of the extension proposals. The effect of the proposed development on the capacity of local roads to accommodate temporary parking demand is detailed in Section 5.

4.6 **Servicing and Deliveries**

- 4.6.1 No changes to the existing delivery and servicing arrangements at the site are proposed.
- 4.6.2 The number and timings of servicing and delivery movements to the kindergarten are managed by the school staff who will continue to do so following implementation of the development proposals. Deliveries to the kindergarten are managed in such a way that no two deliveries should arrive at the site at the same time.
- 4.6.3 Deliveries to the site will include post, stationery, toiletries, and food for the canteen.
- 4.6.4 Refuse will be collected on-street from Grove Road.

SECTION 5 DEVELOPMENT IMPACT

5.1 Overview

5.1.1 This section of the TS sets out the traffic impact of the development proposal including the methodology and multi-modal trip generation assessment.

5.2 Methodology

Staff and Pupil Travel Survey

5.2.1 The forecast proposed trip generation has been based on a first principles assessment based on travel survey data received from Emmer Green Kindergarten. A staff and pupil travel survey was undertaken in November 2025 to determine how the existing staff and pupils travel to and from the proposed development.

5.2.2 The survey results are summarised in **Table 5-1**.

Table 5-1: Emmer Green Kindergarten Mode Split

Mode	Modal Split
Car	26%
Bus	9.9%
Bike	19.1%
Walk	45%

Source: Pupil and Staff Travel Survey

5.2.3 As can be seen from the travel survey results, 74% of attendees at the site currently use a form of sustainable travel to travel to/from the site. The remaining 26% were single occupancy vehicle trips.

5.2.4 The survey results further revealed that 95% of parents are typically on site for less than five minutes during the pick-up and drop-off periods.

5.3 Forecasted Trip Generation

5.3.1 The forecasted trip generation has been calculated by using the mode share identified by the travel survey and applying that modal distribution to the proposed additional 25 pupils.

5.3.2 No additional staff are proposed to be employed as part of the extension and thus staff movements have been excluded from the assessment.

5.3.3 The proposed multi-modal trip generation assessment is summarised in **Table 5-2**.

Table 5-2: Forecasted Trip Generation

Mode	Modal Split	Forecast Trip Generation
Car	26%	7
Bus	9.9%	2
Bike	19.1%	5
Walk	45%	11

Source: Consultants Calculations

5.3.4 As can be seen in **Table 5-2**, the extension proposals would generate seven additional vehicular trips. Considering that these trips would be staggered across the pick-up and drop-off periods, the ample amount of on-street parking spaces identified in the parking beat survey, and that these seven trips are unlikely to all arrive at the same time, this level of vehicular trip generation is considered unlikely to have a significant impact on the local highway network.

5.3.5 Furthermore, given the nature of school pick-up and drop-offs, and the results of the school travel survey suggesting that parent are on site for less than five minutes as a time, any increase in parking on the local roads as a result of the proposal will be temporary and limited to specific time periods.

Trip Generation Impact

5.3.6 To determine the effects the extension proposals would have on the surrounding roads parking stress, the forecast number of vehicular trips has been added to the parking survey results. Whilst in actuality the vehicle arrivals will be staggered, for the purpose of this assessment, the maximum vehicular trip generation has been added to each time period to illustrate a worst-case scenario where all additional staff and pupils arrive on site during the same time period. This is summarised in **Table 5-3**.

Table 5-3: Parking Survey w/ Development Traffic

Time Period	Avg No. of Occupied Spaces	Avg No. of Unoccupied Spaces	Parking Stress (%)
08:00 – 08:30	62	70	47%
08:30 – 09:00	78	54	59%
09:00 – 09:30	61	71	46%
15:00 – 15:30	91	41	69%
15:30 – 16:00	61	71	46%
16:00 – 16:30	64	68	48%
16:30 – 17:00	56	76	42%
17:00 – 17:30	59	73	45%

Time Period	Avg No. of Occupied Spaces	Avg No. of Unoccupied Spaces	Parking Stress (%)
17:30 – 18:00	57	75	43%

Source: Parking Surveys with Consultants Calculations

5.3.7 As shown in **Table 5-3**, even in a scenario where all the additional vehicular movements generated by the proposed extension were to occur in the same time period, the roads still do not reach maximum parking capacity, and the majority are still under 50% utilised.

5.3.8 Additionally, of the seven forecasted additional vehicular trips, many are likely to be linked trips with many of the nursery pupils having siblings that attend Emmer Green Primary School across the road from the nursery. Thus, many of the trips are likely already on the local highway network as parents already drop off / pick up older siblings. However, even in the event the trips are not linked, an additional seven vehicular trips will not have a material impact on the operation of the local highway network.

5.3.9 Furthermore, as stated in **Section 4**, staff will be present during pick-up/drop-off periods. In addition to marshalling pupils into the building, they will inform parents/guardians who park unsafely as to obstruct the highway or endanger pedestrians that they are not allowed to park in those locations and encourage them to move. This will ensure that not all pick-up / drop-off activity is concentrated at the site access but instead spread out along the roads in the site's vicinity.

5.4 Delivery and Servicing

5.4.1 Any additional deliveries to the site will be consolidated within the existing deliveries to the site. Therefore, there will be no change in the number of servicing and delivery movements to the site.

SECTION 6 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 This Transport Statement has been produced by i-Transport on behalf of Emmer Green Kindergarten. The proposals entail the expansion of the existing Emmer Green Kindergarten to accommodate up to 25 new pupils between the ages of 3-4.
- 6.1.2 Feedback on the feasibility of the development proposal was sought from RBC and a response received on the 8th May 2026. In summary RBC have indicated that they are in support of the extension proposals subject to all necessary regulatory approvals.
- 6.1.3 No additional staff are proposed to be employed as part of the extension proposal as the existing staffing levels exceed the legally required staffing ratios. Therefore, the existing staff will instead be redistributed across the new and existing development.
- 6.1.4 As no additional staff are proposed, there is no requirement at the site to provide additional cycle parking. However, it is proposed to provide two new buggy sheds adjacent the development to store pupil scooters and buggies.
- 6.1.5 The existing site caters to pupils aged between 3 months to 4 years and comprises of five base groups, split by age, all of which operate under their own daily routines. No changes to the existing operation of the school day are proposed.
- 6.1.6 This site is located in an area with a pedestrian network typical of an urban setting. Footways are provided either side of the carriageway, in conjunction with dropped kerbs at crossing points and street lighting at regular intervals.
- 6.1.7 The impact assessment revealed that of the 25 new pupils, only seven are predicted to travel to/from the site by way of single occupancy vehicles. The remainder of the pupils will utilise some form of sustainable or active travel. These forecasts have been based on a parent travel survey undertaken at the existing nursery.
- 6.1.8 A parking stress survey was undertaken on Tuesday 2nd of December 2025 which revealed that the majority of the roads within a 200m distance of the site are under 50% utilised throughout the duration of the school day. Thus, it is concluded that the surrounding highway network has ample room to accommodate an additional seven parked vehicles at any of the 30-minute time periods observed.
- 6.1.9 Pick-up and drop-activity will be marshalled by members of staff to ensure vehicles do not concentrate at the site access or endanger commuting pupils and parents / guardians.

Conclusion

- 6.1.10 This TS demonstrates that the development proposals will not have a severe or unacceptable impact on the local highway network and thus as per Policy TR6 of the NPPF is acceptable from a highway and transport perspective.

APPENDIX A. Reading Borough Council Correspondence Letter

Directorate of Children's Services

Early Years and Childcare Team
Reading Borough Council
Civic Centre
Bridge Street, Reading, RG1 2LU

Planning Policy Team
Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU

☎ 0118 937 3003

E-mail: early_years@reading.gov.uk

Date: 08 May 2026

Your contact is: Rebecca.gibson@reading.gov.uk

Dear Planning Policy Team,

Subject: Emmer Green Kindergarten Expansion

I am writing to provide the Early Years and Childcare Team's position regarding Emmer Green Kindergarten's request to expand its existing provision at their current site in response to continued and rising parental demand. I understand from Rebecca the setting owner that they have now completed the purchase of both their existing site and land to the rear.

Current places (0-5 years): 80

Proposed (0-5 years): 105

The Government's Best Start in Life Strategy, alongside Reading's local priorities, aims to increase access to high-quality early education. Local authorities have a statutory duty to ensure that childcare provision is sufficient, sustainable, inclusive and accessible, working closely with providers to meet the needs of children and families. In line with this, the recent expansion of early years entitlements is supporting more parents to return to work and is driving increased demand for childcare places, particularly for younger children.

In Reading, take-up of the Working parent entitlements continues to grow, placing increasing pressure on provision for children aged 0-2. While there has been some expansion within the early years sector, the market remains finely balanced. Recent unexpected nursery closures have impacted overall capacity and caused disruption for families.

The local childcare market, particularly in the north of Reading, has been fragile in recent months. There has been both complete and partial closures resulting in the loss of places for children 0-5. Vacancy pressures fluctuate term-on-term across the town and continue to limit parental choice.

Emmer Green Kindergarten is an established Ofsted-registered nursery located within Emmer Green Ward, currently offering 80 full-time places. The provider reports significant and increasing demand,

this includes 62 children on their external waiting list along with a further 17 children from existing families requesting additional sessions that cannot be accommodated due to capacity constraints.

The nursery's full-time, year-round offer makes an important contribution to local childcare sufficiency, particularly in an area where supply has been reduced and demand from working families is high. Year-round provision supports families who wish to access funded entitlements flexibly and plays a key role in maintaining a diverse and resilient childcare market. Emmer Green Kindergarten makes a significant contribution to meeting demand from families eligible for Working parent entitlements.

Although the proposed expansion primarily relates to provision for children aged 3-4, the natural transition of older children through the setting will create additional capacity for younger age groups. This is particularly important given the growing demand for places for children aged 2 and under, which is identified as the area of highest need in the annual sufficiency report:

[EY-and-CC-CSA-2025-26-V1-.pdf](#)

Based on sufficiency analysis for Summer 2026, and confirmation from the provider that additional children can be accommodated within their new site the Early Years and Childcare Team supports the request to increase the nursery's registered capacity by 25 full-time places, subject to all necessary regulatory approvals.

Overall, given rising demand and increasing uptake of entitlements this expansion would make a positive contribution to childcare sufficiency in this part of Reading.

Please let me know if any further information or clarification is required.

Kind regards

B. Gibson

Becky Gibson
Early Years & Childcare Team Manager
Education | Directorate of Children's Services

APPENDIX B. Staffing Arrangements and Building Use Letter



Emmer Green Kindergarten

85 Grove Road

Emmer Green

Reading

RG4 8LJ

Tel: 0118 9483310

Email: info.emmergreenkindergarten@gmail.com

3rd August 2026

Dear Catrin

Further to your communication with Niall, I am writing to clarify the points you wish to have confirmed in writing regarding the age group the development is intended for as well as the current staffing arrangements at Emmer Green Kindergarten and buggy/bike store.

In terms of the age group, I confirm this development is solely for the use of 3–4-year-olds. Since April 2025 there has been an increase in demand for places across the nursery since the introduction of the current Labour Government's childcare policy for the introduction of Early Years Funding for children aged under 3 years. In particular this has caused a bottleneck in our 3–4-year-olds room as I list below.

Prior to the introduction of Early Years funding for under 3's we operated at 92% capacity and many children attended part time across the nursery age groups. However as 98% of the nursery population are entitled to early years funding, we have seen an increase in parents making full use of their entitlement and children attending full time as opposed to part time and have been operating at 100% capacity for the last year and a half. Therefore, as the younger age groups are now filled with full-time children there is no scope to admit additional children aged 3-4 years as was the case prior to the increase in funding for under 3-year-olds as capacity is already filled with the full-time children from the under 3's age groups as they transfer into the 3–4-year-olds room. We currently experience children in the 3–4-year-olds age group unable to make full use of their funding entitlement as all sessions are full at the time they enter the 3–4-year-old room. Therefore, the extra 25 places in this development are solely for the use of 3–4-year-olds on a term time (38 weeks per year) basis, as our current 3–4-year-old room will transfer to solely being for children attending all year round and located in the current nursery building. We have also seen a demand for 3–4-year-old places when Orchard Day Nursery closed last month, which we were unable to offer places for due to operating at 100% capacity. This is further compounded by the Emmer Green Drive development as well as consideration the council must consider regarding another Caversham nursery currently operating on a closed private school site and threatened with closure as the landowner looks to develop the land without the nursery onsite. In relation to this nursery the council recently refused an application from a land developer due to the existence of the nursery, and so it shows how valuable and fragile childcare is in the local area to both the council and local community, of which this

development could help to elevate and support RBC's childcare sufficiency target set by central government.

In relation to your requirement to confirm the staffing arrangements. Our staffing currently sits at 30 FTE staff, made up of 4 part-time staff working 9am to 3:30pm Monday to Friday and 26 full-time staff working a variety of shifts between 8am and 6pm, Monday to Friday. I should note here that only 8 staff drive amongst our staffing due the very nature of our staff being young and therefore unable to drive or rely on public transport. Nursery ratios set by Ofsted are as follows:

1:3 for under 2's

1:5 for 2-3's

1:8 for 3-5's or 1:13 for 3-4's where there is a qualified Early Yrs teacher present which is the case at Emmer Green Kindergarten as I am a qualified Early Years Teacher and the nursery owner.

At present Emmer Green Kindergarten operates its staffing as follows:

Willows – 0-2's – 12 children per day = 4 full-time staff

Maples – 0-2's – 12 children per day = 4 full-time staff

Acorns – 2-3's – 16 children per day = 4 full-time staff

Hollies – 2-3's – 15 children per day = 3 full-time staff

Chestnuts – 3-4's – 25 children per day = 4 full-time staff

In addition to this we have 2 managers on site per day, a SENDCO and 2 kitchen staff taking the total staff legally required on site per day to 24.

Therefore, as you can see, we are currently overstaffed daily by 6 staff per day who are distributed around the nursery to support the staff and children where needed, however realistically only one staff member is required to support a child with SEND per day. Therefore, the intention is to place the additional staff in the additional classroom being proposed and no additional staff are required. The total number of staffing needed for the new development will be 4 per day, meaning we will still operate with an additional 2 staff per day.

In terms of your concerns regarding capacity for buggies, we currently have unused space for 10 more in the current sheds located in the car park at the Grove Road entrance. I also intend to place two buggy sheds in the development to store scooters and buggies the children arrive to nursery in to ensure these are located in close proximity to the new building for ease of access for parents and children.

I would like to take this opportunity to remind the council that they sold the land to my business to develop solely for nursery use and have a legal agreement in place with the council's Assets department in relation to this of which I am happy to provide you should you wish to view it.

I trust this information is sufficient to answer any questions you have but please do let me know if you require further clarification.

Kind Regards

Rebecca Hartley

Director

