

## **Statement of Case**

### **Appendix 15**

Transport Statement of Case –  
prepared by Scott Witchalls of Stantec



## **55 Vastern Road, Reading**

**Statement of Case: Transport and Highways**

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On behalf of **Berkeley Homes Ltd (Oxford and Chiltern)**

Project Ref: 47500 | Rev: | Date: May 2021

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## Document Control Sheet

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## 1 Introduction

- 1.1.1 This Statement of Case (SoC) on Transport and Highway matters has been prepared by Stantec on behalf of Berkeley Homes Ltd (Oxford and Chiltern (BHOC)) ('the Appellants') who have submitted an appeal under Section 78 of the Town and Country Planning Act 1990 (as amended), following the refusal by Reading Borough Council ('RBC') to grant full planning permission in respect of planning application reference 200188 ('the Planning Application') by notice dated 9<sup>th</sup> April 2021.
- 1.1.2 The Planning Application relates to 55 Vastern Road, Reading ('the Site'). The following description of the development was agreed with RBC:
- “Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys, including residential dwellings (C3 use class) and retail floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road.” (‘the Proposed Development’)*
- 1.1.3 The Planning Application was submitted to RBC on 4<sup>th</sup> February 2020 and validated on 16<sup>th</sup> March 2020.
- 1.1.4 My name is Scott Witchalls. I hold a Master of Science degree in Transportation Planning and Engineering from the University of Southampton. I am a Member of the Institution of Highways and Transportation, and a Member of the Transport Planning Society. I have over thirty-five years' experience in the field of transportation planning and engineering. I am a Director of Transport and Infrastructure at Stantec. Stantec is a multi-disciplinary development and infrastructure consultancy that advises public and private sector clients with respect to planning, design and construction of infrastructure and land development projects in the United Kingdom and overseas. Stantec's Infrastructure and Buildings Group, of which I am a member, provides consultancy services in all areas of transportation planning and engineering.
- 1.1.5 I have worked on a variety of major transport planning and land development projects, including all aspects of transport assessment, site layout and design, access and operation. In Reading, these include the design of the Reading station train/bus interchange areas catering for over 15 million passengers per annum, Station Hill development (mixed use c.1.8Msq.ft and 700 homes), Royal Elm Park (Convention Centre, Hotels and 660 homes), Green Park (c2.2Msqft commercial and 750 homes) and various transport schemes including the mass rapid transit (MRT) network, Christchurch Bridge and M4 Junction 11 upgrade scheme.
- 1.1.6 I am familiar with the site and its surroundings having worked on the numerous development and infrastructure projects in Reading since the 1990's as above, and been involved in the preparation of respective Reading Local Transport Plans since 2001 and the adopted Reading Station Area Framework. I also advised SSE (the former owners of the site) in consideration of their options for the site.
- 1.1.7 In undertaking my analysis for the purposes of preparing this report, I have been assisted by Joe House. Joe is a Principal Engineer at Stantec holding a Master of Science degree in Transportation Planning and Engineering from the University of Southampton with over 13 years of experience in the sector. Joe has been involved throughout the history of the project and involved with the delivery of various stages of work including site feasibility, pre-application discussions, preparation of Transport related planning application reports and post-submission technical responses addressing RBC highway comments.
- 1.1.8 This Statement of Case builds upon the submissions provided to RBC as part of the full planning application and subsequent post application material and addresses the Council's reasons for refusal and other objections raised relating to transport and highways.

## 1.2 Scope of Evidence

1.2.1 The scope of my evidence is as follows:

- Section 2 - Site in Context
- Section 3 - History of Planning Application
- Section 4 - Development Proposals - Transport Characteristics
- Section 5 - Planning Policy Context
- Section 6 - Statement of Case
- Section 7 - Conclusions
- Section 8 - Key Supporting Documents

## 2 Site in Context

### 2.1 Site Location

- 2.1.1 The site is located to the north of Reading Town Centre and adjacent to the River Thames towpath which forms the northern boundary of the site shown in red in **Figure 2.1** below. The site itself comprises part of the former SSE Office, car park and power station depot. The boundaries of the site are defined by the River Thames to the north, retained SSE electrical transformers and associated works to the east (shown in solid amber), Vastern Road to the south and residential properties fronting Lynmouth Road to the west.

Figure 2.1: 55 Vastern Road Site Location



- 2.1.2 To the north of the site, Christchurch Bridge provides a walking and cycling route over the River Thames leading into Christchurch Meadows and beyond into the Caversham area. To the south of the site is the Station Retail Park and Trooper Potts Way which provides access to the northern interchange at Reading Railway Station.
- 2.1.3 The site is in a highly accessible location by all means of travel, particularly by public transport, walking and cycling, and is ideally suited for a low car dependent higher density development from a transport perspective.
- 2.1.4 It should however be noted that there is currently no public access into, or through the site, and the existing car park is c.1m above the Thames towpath separated by a brick retaining wall along the northern site boundary.

### 2.2 Vehicular Site Access

- 2.2.1 Vastern Road provides the primary access route to the development and forms part of Reading's Inner Distribution Road (IDR).

- 2.2.2 A kerbed central island separates each direction of traffic therefore requiring all vehicle access to the site to be from the west and all exiting traffic from the site is required to travel east along Vastern Road towards Reading Bridge.
- 2.2.3 The site is served at present by two separate points of vehicular entry and exit. The existing entrance into the site is via a gated access directly from Vastern Road in the south-eastern corner of the development site. The vehicular egress is via Lynmouth Road to the west.

## 2.3 Public Transport Accessibility

### Bus Services

- 2.3.1 The site is located adjacent to the Reading Station Northern Interchange. The interchange has five bus stops which cater for a wide range of services to Caversham, Emmer Green, Sonning Common, Wallingford, Oxford, High Wycombe and Thames Valley Business Park.
- 2.3.2 Furthermore, an extensive network of services is available on Station Road and Friar Street which are less than 8 minutes' walk from the application site. Appendix H contains the RBC bus service maps illustrating the extensive network of bus services to the north of Reading Railway Station and those bus stops and services available across the town centre area within walking distance of the site.

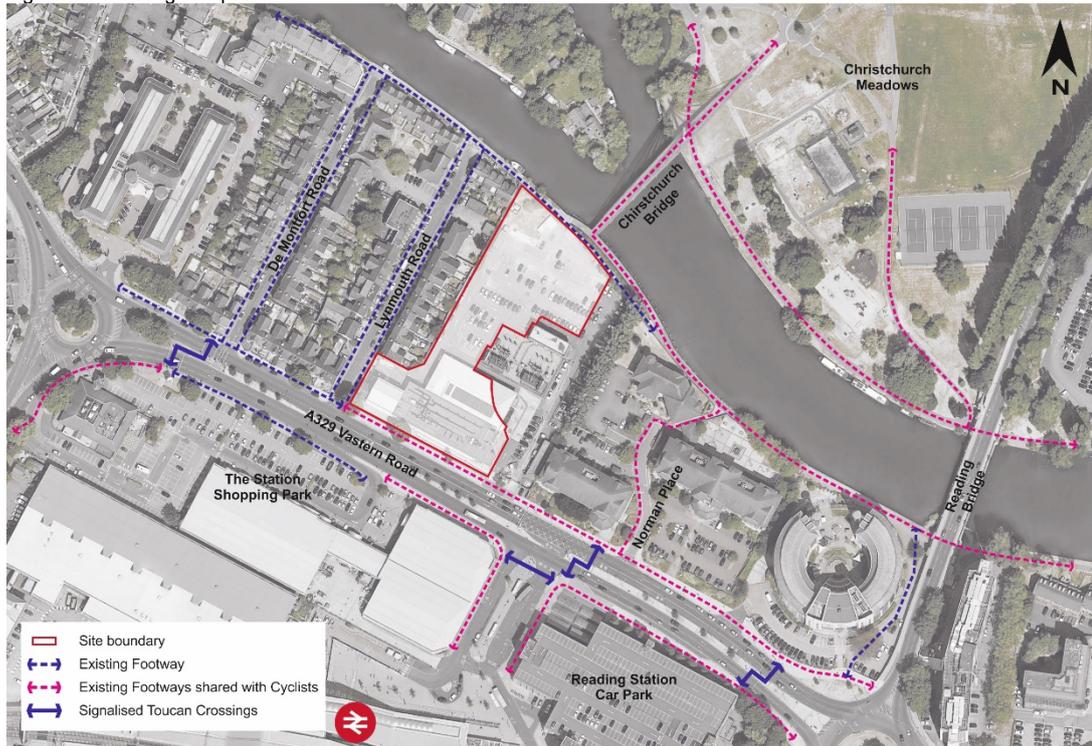
### Rail

- 2.3.3 Reading Railway Station is located approximately 170m south of the site, which is around a four-minute walking time.
- 2.3.4 Reading station is situated on the Great Western Main Line, North Downs Line, Reading-Basingstoke Line, Reading-Taunton Line, and Waterloo-Reading Line and provides access to key destinations including London Paddington and London Waterloo, Bristol and the South West, South Wales, Birmingham and Southampton, as well as local services to Newbury, Swindon, Oxford, Basingstoke and Twyford.
- 2.3.5 Elizabeth Line services now also run to Reading. The completion of the Crossrail route across London in 2022 will further enhance access to London.

## 2.4 Pedestrian Accessibility

- 2.4.1 Given the excellent location of the site immediately to the north of central Reading, walking will form a widely available and attractive means of travel.
- 2.4.2 The site has a direct interaction with Vastern Road which provides pedestrian footways on both sides connecting the Caversham Road / Great Brighams Mead roundabout to the west and to the Reading Bridge roundabout to the east. There are currently three signalised crossings along Vastern Road all of which are of a staggered arrangement providing north/south connections.
- 2.4.3 South of Vastern Road, Trooper Potts Way provides access to the northern station entrance and the pedestrian only underpass which leads to the southern station entrance and the town centre.
- 2.4.4 To the north of the site, the Thames Path lines the southern side of the River Thames which leads to Reading Bridge, Kings Meadow and Tesco superstore to the east, and Caversham Bridge to the west. Christchurch Bridge is located centrally along the northern boundary of the site and provides a pedestrian connection to the northern side of the river.
- 2.4.5 The existing footpaths serving the site and surrounding area are shown on **Figure 2.2**.

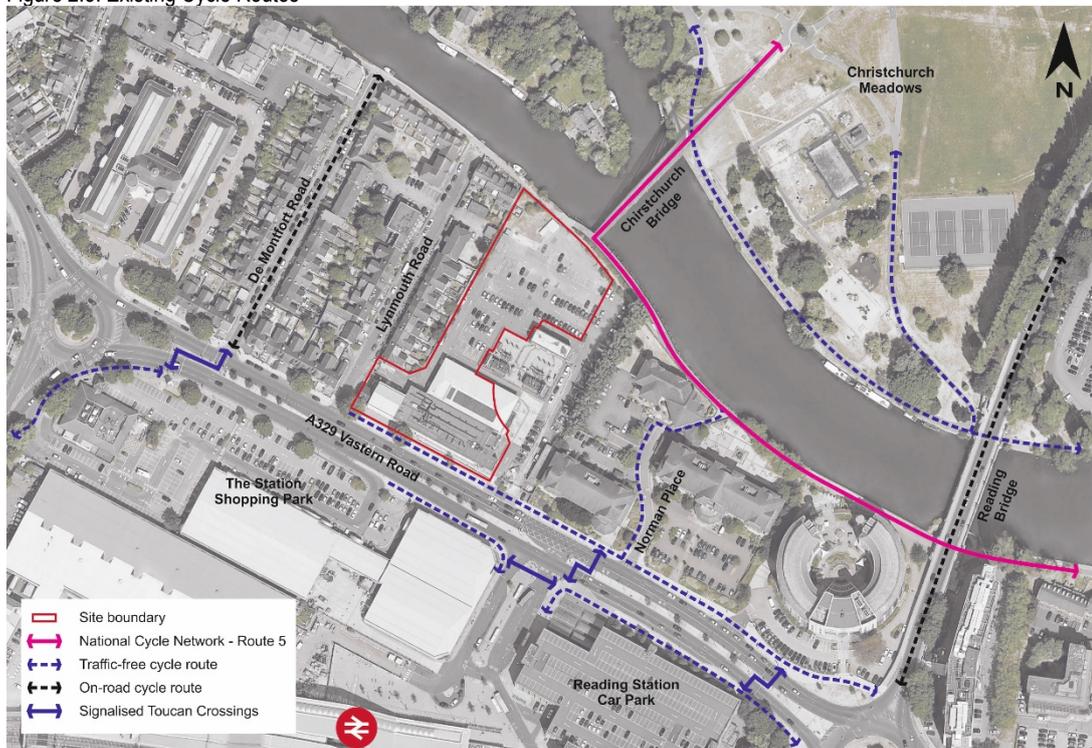
Figure 2.2: Existing Footpaths



## 2.5 Cycling Accessibility

2.5.1 The site has a range of existing cycling facilities available with access to local on and off road routes and the national cycle network as illustrated in **Figure 2.3**.

Figure 2.3: Existing Cycle Routes



Source: Reading Borough Council, Reading Cycle Network Map

- 2.5.2 Locally to the site, the northern footway on Vastern Road provides a shared, traffic free (as designated by Reading Borough Council on the RBC Cycle Network Map in Appendix H) footway / cycleway facility leading to Reading Bridge roundabout to the east. There are 3 toucan crossings on Vastern Road to enable cyclists to cross the dual carriageway.
- 2.5.3 Norman Place to the east of the site currently provides a cycle link, which in places is shared with general traffic turning into private accesses, from Vastern Road through to the Thames towpath where National Cycle Network (NCN) 5 is joined and connects to Christchurch Bridge over the River Thames which in turn leads to the cycle routes through Christchurch Meadows and Hills Meadow.
- 2.5.4 This route connects the site with the centre of Caversham to the north via Christchurch Bridge (c 750m), and further east to Thames Valley Business Park (c 2.5km) where the NCN 5 joins NCN 4 where the River Thames and Kennet meet.

## 3 History of Planning Application

### 3.1 Transport Assessment Approach

#### Scoping

- 3.1.1 A Transport Assessment Scoping Note was submitted to Reading Borough Council in March 2019 with respect to a residential development at the site for up to 240 new homes. Following the preparation of a masterplan prepared by BHOC for 209 homes, a formal pre-application meeting was held with RBC officers on the 3<sup>rd</sup> October 2019 to confirm agreement to the scope of the transport assessment.
- 3.1.2 RBC officers also agreed with the principles of a significantly lower than maximum policy requirement for car parking at the site given its highly sustainable location in terms of accessibility. The site is located within Zone 2 (where higher parking provision is set out) but abuts Zone 1 (on the opposite side of Vastern Road). It was agreed with RBC officers during the scoping stage of the TA that the lower Zone 1 requirements standards should be used.

#### Planning Submission

- 3.1.3 To support the planning application a Transport Statement (TS) and Residential Travel Plan (TP) were prepared based on the approach agreed with RBC officers as part of the scoping stage.
- 3.1.4 The TS and TP were submitted as part of the planning application on 4<sup>th</sup> February 2020.

### 3.2 Post Submission Technical Responses

- 3.2.1 Following submission of the planning application, a number of technical queries and comments were raised by RBC Highways and Planning Officers. These led to series of design/layout changes and further commentary/supporting information regarding design detail, as appropriate. These matters are covered in further detail in Section 6 of this Statement of Case which assesses the scheme against the transport reasons for refusal and other matters of concern raised in the committee report.
- 3.2.2 The responses prepared by Stantec were as follows:
- TN003: *'Pedestrian and Cycle Connection to Christchurch Bridge'* (8<sup>th</sup> June 2020). Response to RBC highways comments in letter dated 28<sup>th</sup> May 2020 regarding the cycle ramp connecting the site to Christchurch Bridge. The note accompanied the 'Strategic Shared Cycle Footway' booklet (ref:448.LAND.RP.001RevA) prepared by BHOC and demonstrated that the then current design standards were followed and that the ramp met policy requirements for a new connection through the site (TN003 also formed part of TN004 as Appendix B)
  - TN004: *'RBC Highway Response'* (9<sup>th</sup> June 2020) - Response to RBC comments provided in letter dated 28<sup>th</sup> May 2020 covering:
    - Switch back ramp design rationale – more detail provided
    - Design standards for link to towpath - more detail provided
    - Vastern Road crossing – response references S106 contribution
    - Coal Drop Building pedestrian link – scheme revised to extend connection to main N-S link
    - Lynmouth Road Access – scheme revised to widen access, move give-way markings and provide tactile paving
    - Tandem car parking – confirmed that these are for 3-bed units only

- Disabled bay locations – further detail provided to show on-street locations
  - EV charging points – agreed to increase provision to 6 bays
  - Cycle provision – clarification/revisions to location and number
  - Bin store distances – confirmed management company would move bins to within 10m on collection day
  - Turning head restrictions – additional swept path drawings provided to show access possible
  - Blocking of car park access when servicing – additional swept path drawings provided to show access possible
  - Fire tender access – additional swept path drawings provided to show access possible
- TN005: ‘RBC Highway 2<sup>nd</sup> Response’ (9<sup>th</sup> September 2020) - Response to RBC comments provided in letter dated 5<sup>th</sup> August 2020 covering:
- Internal Vehicle Access Arrangements – assessment showing frequency of larger vehicle access and limited crossing of cycle route
  - New Pedestrian/Cycle Route through site – further commentary on directness and rationale for proposed route
  - Justification for Northern part of the proposed cycle/footway – further commentary, reference to design standards and design rationale for switch-back route
  - Design of Access to Southern Towpath – further commentary on design standards and rationale for pedestrian only link
  - Waste Collection Strategy – detail regarding bin store location for collection point 4
  - Disabled Parking Bays – plan altered to improve location and access to bays
  - Cycle Store Design – Confirmation that stacker bay headroom can be accommodated
- TN006: ‘RBC Highway 3<sup>rd</sup> Response & Vastern Road Crossing’ (17<sup>th</sup> September 2020) - Response to RBC comments provided in an email from Darren Cooke to Jonathan Markwell dated 15<sup>th</sup> September 2020 covering:
- Internal Vehicle Access Arrangements – further commentary regarding limited need for vehicles to reverse across cycleway
  - Design of Access to Southern Towpath – additional justification regarding pedestrian only route
  - Waste Collection Strategy – confirmation of all bin store distances
  - Disabled Parking Bays – modification to disabled bay hardstanding access
  - Cycle Store Design – sectional drawing for block D to be provided. Concerns to resolve over blocks B and D
  - Vastern Road Crossing – Proposal for LTN 1/20 crossing on Vaster Road and contribution of £50,000 towards implementation

3.2.3 In addition to the above technical responses to the highways comments, a post submission meeting was held with RBC, Barton Willmore and BHOC on 14<sup>th</sup> September 2020 to seek to resolve any outstanding matters of concern.

### 3.3 Planning Application Committee Report (CR) and Update Report (UR)

3.3.1 The full planning application for 209 new residential homes was taken to RBC’s Planning Applications Committee on 31<sup>st</sup> March 2021. The outcome of the committee was a refusal of the application. However, it should be noted that there has been extensive and ongoing dialogue to seek to resolve the outstanding concerns relating to transport.

3.3.2 The main concerns from a transport perspective are expressed in CR 4.13.22 - 4.13.55 and relate to the directness of the pedestrian/cycle link through the site, legibility and pedestrian/cycle safety.

3.3.3 With respect to the Technical Notes described in 3.2.2 above, RBC state that:

*'It is acknowledged that this provides some level of justification for the proposed layout'*  
(CR 4.13.23)

However, this justification is deemed insufficient by the RBC transport officer.

3.3.4 It is recognised by RBC that the site is in an excellent location in terms of accessibility (CR 4.13.5-4.13.6).

3.3.5 The matter of the directness of the North-South pedestrian/cycle link through the site is addressed in detail in Section 6 of this Statement, but RBC officers do accept that the aspiration for a 'straight' route is not possible (CR 4.42):

*'It is recognised that there is an issue with changes of level to land directly onto the footbridge, which is clearly a desirable outcome, and that an elevated walkway through much of the site would create issues in terms of relationship with building frontage...'*

And that (CR 4.45):

*'A consequence of the subdivision of the site is that it appears that a single visual link from the Station to the Thames would be very difficult to achieve.'*

3.3.6 In terms of overall access and servicing (CR 6.24), RBC notes that:

*'Technically the parking provision and servicing details generally work and where there are questions remaining were planning permission being recommended these could have been clarified through planning conditions seeking details to be approved.'*

3.3.7 It is noted in the Reading Civic Society consultation response with respect to the direct link (UR 1.9,3) that:

*'We believe on balance that it deals with the constraints imposed by the SSE equipment as well as is practical.'*

And (UR 1.9,5) that:

*'It seems unlikely that the Substation/ SSE equipment will be removed unless RBC is able to exercise due influence. A pragmatic approach must be taken with the vision for the clear line of sight whilst also seeking a good scheme for Reading.'*

3.3.8 The Society goes on to note that (UR 1.12 – 1.14):

*'The Direct Link / Clear line of sight. We were given to understand in our first discussion with Berkeley Homes that they had initially believed the substation could be moved. When this was tested senior SSE management would not consider it because of cost and logistics. The aim of a direct link in the Station Area Framework and RCAAP was understandable, and supported by us. However it did not consider the practicality of the straight line on the plan being drawn directly over a significant piece of infrastructure. Unless RBC is able to convince SSE to the contrary it seems that this ambition needs to be refined and that the judgement of this planning application should be set against what is practical and achievable.'*

*We understand that PO's comment that "this is a one-off opportunity to secure a truly high quality link through the site to be seized". The layout of the site means that this opportunity does not exist in the simple way set out in the Local Plan. We do not agree that the proposed route is not high quality, though discussions should continue to take all ideas and options into consideration.*

*The pedestrian and cycleway. Pedestrians and cyclists currently face an indirect and weaving route from this side of the Thames to the station. Some might say that adds to the interest. These routes will still exist post development. The proposed route through the site does mix pedestrians and cyclists. The proposed route may not deliver an unimpeded and fast route some cyclists might seek. We recall however the complaints from Cycle groups that the width of Christchurch Bridge was simply inadequate and that it would not work. If some cyclists find it impedes then then they will have the option of using existing routes and a balance of flow will be struck.'*

## 4 Development Proposal - Transport Characteristics

4.1.1 The main elements of the development proposals, with regards to transport and highways matters, are summarised below and relate to the latest development proposals accounting for the post planning submission changes following dialogue with RBC officers.

### 4.2 Vehicle Access

4.2.1 The internal layout of the proposed development has been designed to maximise pedestrian and cycle connectivity whilst still maintaining the required needs for access, servicing and parking. The internal layout will be privately managed and not become adopted highway.

4.2.2 The primary vehicle access to the site will be via Lynmouth Road. The existing junction, which currently only accommodates vehicles exiting the site, will be improved and widened to 6.0m to allow for two-way vehicle movements. Once within the development the internal access road narrows to a 4.8m width which still permits passing two-way vehicle movements but creates a more appropriate street scene and discourages higher speeds in accordance with the Department for Transport's Manual for Streets (MfS).

4.2.3 The existing vehicle access from Vastern Road into the adjacent SSE sub-station equipment maintenance area is to be retained for SSE use.

4.2.4 The above improvements and layout have been agreed with RBC.

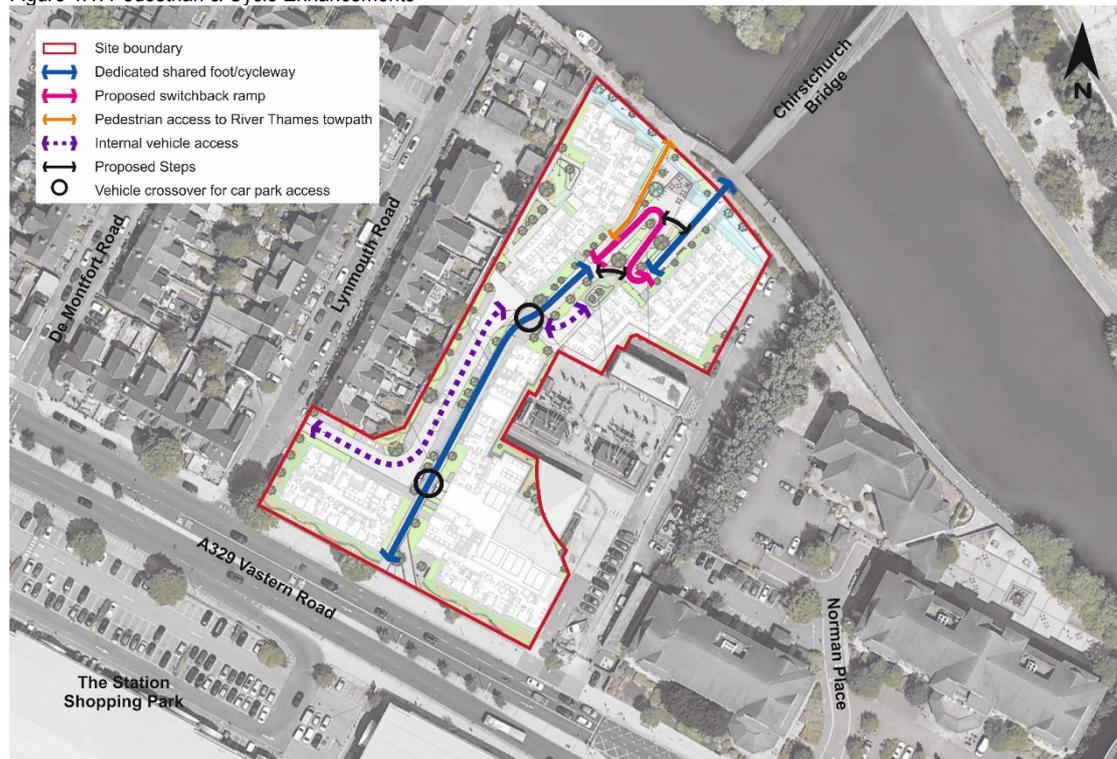
### 4.3 Walking and Cycling Strategy

4.3.1 The pedestrian and cycle strategy for the site has been carefully considered/developed in the context of the Local Plan and RSAF. The masterplan layout and routes through the site are however constrained by the required retention of the SSE infrastructure in the centre of the site and the requirement to screen that infrastructure.

4.3.2 The ability to connect to the landing point of Christchurch Bridge and requirement for accessible building frontages and vehicular access to undercroft parking areas mean that a switchback ramp is the most appropriate solution to make up the height difference of c.2.2m to the bridge whilst maintaining an accessible development with high quality public realm.

4.3.3 The resulting newly created foot/cycle link through the site is illustrated in **Figure 4.1** below.

Figure 4.1: Pedestrian & Cycle Enhancements



### North-South Link

- 4.3.4 The new north/south link will be a shared foot/cycle path and is located on the eastern side of the internal access road. It will be 3.0m in width for the section from Vastern Road to the switchback ramps in the north of the site widening out to a minimum of 4.0m on the bends and at the podium level where it connects to Christchurch Bridge. This will facilitate excellent pedestrian and cycle accessibility on this spine route also catering for through trips to the adjoining areas that are currently required to route via Norman Place.
- 4.3.5 The new route will be largely traffic free passing through what will be a quiet environment. There will be two crossing points of a lightly trafficked access within the site where pedestrians and cyclists will have priority. It should be noted that Reading Borough Council denotes the existing shared foot/cycleway along the northern side of Vastern Road as 'traffic free', and this route crosses 2 access points to much larger car parks than those at the development. In addition, cyclists are required to 'give-way' to traffic on those existing 'traffic free' routes.
- 4.3.6 As envisaged by RBC's adopted local plan and the RSAF policies, inclusion of such a link has been a priority in the development of the masterplan and as such substantially enhances pedestrian and cycle access on this north-south spine by creating a completely new connection avoiding the need to use the busy Reading and Caversham Bridges, or the alternative and less direct route via Norman Place which is partially shared with vehicles.
- 4.3.7 This is considered a key connection and by virtue of its directness will be well used by local people and visitors. In terms of legibility, the new route through the site will be clearly visible and for those users who are unfamiliar with the area, a clear and comprehensible wayfinding strategy is proposed. This will facilitate greater pedestrian and cycle permeability not only within the site, but also to and from the adjoining areas.
- 4.3.8 Moreover, the attractiveness of this green route in terms of public realm will ensure that it becomes the preferred route for casual walkers and cyclists delivering the strategically

important landscaped link between the station and the River Thames representing a significant enhancement to pedestrian and cycle provision in the area.

- 4.3.9 An additional 2.0m wide accessible pedestrian connection will be provided to the Thames towpath.

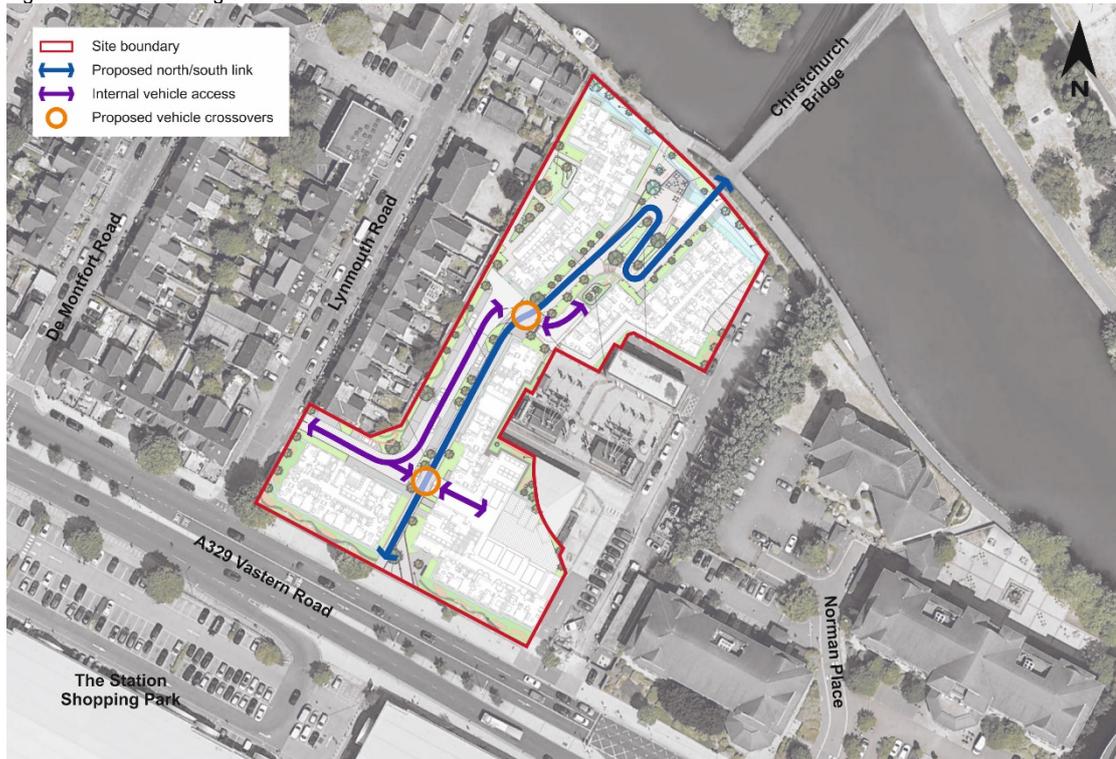
#### **Switchback Ramp**

- 4.3.10 To connect with the fixed connection point at Christchurch Bridge, which is approximately 2.2m above the future AOD level of the site at +38.6m, a ramped section of the north/south link is required.
- 4.3.11 The switchback ramp design optimises the space at the northern end of the site giving access to a fixed connection point to Christchurch Bridge via a new podium level. This allows access for pedestrians, cyclists, buggy and wheelchair users with the ability to include high-quality landscaping around the bends and also allows for the integration of the public space around the elevated café terrace. At each turn in the switchback ramp, 3m wide steps give an alternative shorter and more direct route for pedestrians.
- 4.3.12 The proposed ramp has the added benefit that it also provides a shorter and more direct, more attractive, wide and accessible route to Christchurch Bridge from the western towpath by providing a connection for wheelchair users or those with pushchairs/prams.
- 4.3.13 The design parameters of the ramp have been carefully considered with respect to relevant cycle design guidance to allow for cyclists to maintain their momentum whilst also keeping speeds to a manageable level, noting this is a shared path. For the two sections of the switchback ramp a 1:21 gradient has been selected since it is suitable for all users including pedestrians, cyclists and wheelchair users, in accordance with the Department for Transport (DfT) 'Inclusive Mobility' guidance. These ramp sections are 3.0m wide on the straight sections widening at bends to a minimum of 4.0m.
- 4.3.14 The submitted design proposals have been developed to create both high quality public realm and connectivity meaning that pedestrian entrances to the development have direct level access to the ramped sections without the need for convoluted/diverted routes, and that excellent connectivity for all future users is provided, significantly enhanced over the Norman Place route currently provided to the east of the site.

#### **Vehicle Crossovers**

- 4.3.15 In order to provide the required vehicle access points to the development, there is a need to cross the shared pedestrian and cycle path at two points that serve under-croft car parking within the site as shown in **Figure 4.2**. At both of the crossover locations, motor vehicles will be required to give way to the pedestrian/cycle path.

Figure 4.2: Plan showing crossover locations



4.3.16 The design and layout of these vehicle crossovers has been carefully considered to minimise any encroachment by motor vehicles into the foot/cycleway area. At the northern crossover location, the layout includes the placement of bollards, and clear demarcation using surface colouring to reinforce priority for pedestrians and cyclists as well as a 'raised table' and signage. This design is illustrated in **Figure 4.3**.

4.3.17 This crossing point provides access to 26 parking spaces in Building D, and for a once weekly refuse collection.

Figure 4.3: Proposed pedestrian and cycle northern crossover



- 4.3.18 This design philosophy also applies to the vehicle crossover to the south of the site which provides access to the 12 undercroft car parking spaces in Building B.
- 4.3.19 At the points of vehicle access considered above, the traffic generation and demand over the shared path would be low given the vehicle crossing only serves a limited number of undercroft parking spaces for residents and the area for refuse collection.
- 4.3.20 All vehicles crossing the shared foot/cycle path will be in a forward gear with the exception of a weekly refuse collection truck which would use reverse beepers and would be aided by banksman to provide safe access to the Building D bin store.
- 4.3.21 Any other infrequent larger heavy goods vehicles accessing the site will be able to enter the site and make a 3-point turn at the Building D crossing point, partly crossing over the cycleway in forward gear, as demonstrated in the vehicle swept path diagrams included in Appendix G and described in para 4.5.5 below.

#### **Vastern Road Crossing**

- 4.3.22 To complete the pedestrian and cycle strategy for the site, the development will also provide £200k of funding for the full cost of a new toucan crossing on Vastern Road which will provide a safe crossing point on the desire line to Reading Station Northern Interchange.
- 4.3.23 A new crossing in this location will deliver benefits to the proposed development, but in the main, this crossing would also be used by people who are currently travelling between Caversham and Reading station/town centre, significantly improving this whole North-South route.

### **4.4 Parking Provision**

#### **Car Parking**

- 4.4.1 The parking standards in Reading are based on RBC's zonal scheme. The site is located within Zone 2 but abuts Zone 1 (the other side of Vastern Road). It was agreed with RBC during the scoping stage that Zone 1 standards were appropriate given the site's accessibility by walking, cycling and public transport.
- 4.4.2 To promote more sustainable travel, the development is proposing a total of 50 car parking spaces which is well below the maximum allowed.
- 4.4.3 The development will provide a total of 3 disabled spaces which is an accordance with RBC required standards.
- 4.4.4 The provision of electric parking will be in accordance with the Reading Borough Local Plan adopted in November 2019. Six electric vehicle charging spaces will be provided within the site.
- 4.4.5 The above provision has been agreed with RBC officers.

#### **Cycle Parking**

- 4.4.6 The proposed development will provide cycle parking in excess of RBC's Revised Parking Standards and Design SPD, 2011. The development will provide 156 cycle parking spaces compared with the RBC standard provision of 112 spaces. This is to promote more sustainable and active travel.
- 4.4.7 The cycle parking will be in secure, covered and lit cycle stores located within the footprint of their respective buildings with easy access. The presence of car parking, windows and

overlooking balconies create activity in the areas around the cycle stores and in turn provide natural surveillance.

4.4.8 An additional 4 stands (8 spaces) are provided adjacent to the proposed café and outside seating area for visitor use.

4.4.9 The above provision has been agreed with RBC officers.

## 4.5 Delivery and Servicing

4.5.1 The delivery and servicing strategy for the proposals has been developed in accordance with RBC guidance. All bin stores can be directly accessed by refuse operatives, with exception of the bin store in Building B which will have a dedicated collection point where bins will be moved to by an appointed management company on collection days.

4.5.2 The waste collection strategy and bin store locations have been agreed with RBC.

4.5.3 All other servicing and delivery requirements will be undertaken internally within the site boundary. The internal layout has been designed to provide suitable access for delivery, servicing, refuse and emergency vehicles. A vehicle swept path assessment has been undertaken at the northern turning head area to illustrate that access requirements can be met as shown on Stantec drawing **47500/5500/007** which is contained within Appendix G.

4.5.4 The proposed turning area to the north of the site can readily accommodate large cars, 4.6t light vans and food delivery type vehicles which comprise the vast majority of deliveries that are expected to a site of this nature. These more frequent occurrences are able to manoeuvre and turn on either side of the proposed raised vehicle crossover without any encroachment into the foot/cycleway.

4.5.5 In addition to refuse and light goods vehicles, the northern turning head will also be able to accommodate a larger 10m long 'white goods type' HGV delivery lorry, as well as a 12m long HGV in the exceptional case that such a vehicle may need to access the site. A delivery of this nature will be required to turn forwards across the foot/cycleway before then reversing, backing into the turning head adjacent to the western site boundary and Building 'EFG'. Stantec drawing **47500/5500/011A** illustrates the swept path assessment for this manoeuvre which is contained within Appendix G of this Statement.

4.5.6 Emergency access for fire services to the site will be carried out from within the site or from Vastern Road (Building B only). Emergency vehicle access to Buildings D to F located in the north of the site requires a fire tender to access beyond demountable bollards to the northern section of the dedicated footway / cycleway which is 3.75 m wide at this location. Stantec drawing **47500/5500/008** within Appendix G shows the swept path assessment of a 7.9m fire appliance.

## 4.6 Traffic Impact

4.6.1 The development would have no detrimental impact on the local highway network or safety. The redevelopment of the former SSE site is predicted to result in an overall reduction of two-way car trips across both the AM and PM peak hours.

4.6.2 The above assessment has been agreed with RBC.

## 5 Planning Policy Context

5.1.1 The relevant local and national planning policies from a Transport and Highways perspective are summarised below including a commentary on how the proposals comply with policy.

### 5.2 RBC Local Plan (Adopted November 2019)

5.2.1 Policy TR1 states:

*'Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.'*

5.2.2 The development is proposing to create a new, safe route for pedestrians and cyclists through the development to directly connect Vastern Road with the River Thames and provide a continuous route across Christchurch Bridge to the north. This will significantly enhance pedestrian and cycle connectivity from the town centre/station area through to Caversham.

5.2.3 The development is also proposing to deliver a new pedestrian and cycle crossing of the Vastern Road dual carriageway to improve connectivity to the station interchange area with its numerous bus services and access to Reading station.

5.2.4 In addition, the development is proposing to provide significantly more on-site safe, accessible and secure cycle parking than policy standards require, whilst also constraining on site car parking provision to promote and improve sustainable transport provision. In addition, a framework travel plan has been prepared for the development.

5.2.5 Policy TR3 relates to access, traffic and highway related matters and states that development will only be permitted where:

*'i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;*

*ii) The development would not have a material detrimental impact on the functioning of the transport network;*

*iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*

*iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*

*v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.'*

5.2.6 The development fully accords with this policy requirement in that accesses are designed in accordance with relevant standards, there will be no detrimental impact on the functioning of the network or the safety of all users of the network and it will not generate regular HGV movements on unsuitable roads.

5.2.7 Policy TR4 states an expectation that developments:

*'make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities'*

and

*'Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions'*

5.2.8 As previously highlighted (5.2.2 to 5.2.4), the development fully accords with this policy by significantly enhancing cycle connectivity and facilities.

5.2.9 Policy TR5 relates to cycle and car parking as well as electric vehicle charging.

*'Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.'*

*Development should make the following provision for electric vehicle charging points:*

...

- *Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.'*

5.2.10 The development fully accords with all cycle parking, car parking and electric vehicle requirements.

5.2.11 The Local Plan policies specifically of relevance to the proposed north-south pedestrian/cycle link are noted below, namely Policies CR2, and CR11.

5.2.12 Part b of Policy CR2, Design in Central Reading, states:

*'Development will provide appropriate, well designed public spaces and other public realm, including squares, open spaces, streetscape, utilising high quality and well-maintained hard and soft landscaped areas, and public art, that provide suitable functions and interest, sense of place and safe and convenient linkages to adjoining areas.'*

5.2.13 Policy CR11 regarding the Station/River Major Opportunity Area states that development will:

*'i) Help facilitate greater pedestrian and cycle permeability, particularly on the key movement corridors. North-south links through the area centred on the new station, including across the IDR, are of particular importance'*

5.2.14 And in Policy CR11g, 'Riverside Site'.

*'...Development should continue the high quality route including a green link from the north of the station to the Christchurch Bridge, with potential for an area of open space at the riverside'*

5.2.15 The Central Reading Strategy identifies a key movement corridor through the Site. It is noted that paragraph 5.4.6 of the Local Plan states *'In particular, on the Riverside site (CR11g), achieving this north/south link is the main priority for the site, and this should be given substantial weight in development management.'*

### 5.3 NPPF

5.3.1 From a transport perspective Paragraph 108 of the NPPF states that when assessing development sites, they should ensure that:

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users; and*

*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

5.3.2 And in para. 109 that :

*'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

5.3.3 Furthermore, paragraph 110 summarises that applications for developments should:

*"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

5.3.4 The proposed development has been demonstrated to clearly accord with para. 108 and 110 in that:

i. it promotes sustainable transport with the inclusion of new pedestrian and cycle facilities within and through the site, constrains car parking and provides a new pedestrian and cycle crossing on Vastern Road;

ii. it has been carefully designed to ensure safe access for all users and;

iii. there are no negative capacity or highway safety impacts on the road network.

5.3.5 In terms of para. 109, there are no unacceptable impacts on highway safety and the cumulative impacts on the road network are negligible.

## 5.4 Supplementary Planning Documents

### Reading Station Area Framework (Adopted December 2010)

5.4.1 The Reading Station Area Framework (RSAF) sets out the broad development principles to guide planned redevelopments.

5.4.2 Paragraph 3.6 of the RSAF states that:

*'The redevelopment of large sites provides the opportunity to secure landscaped public space and to extend public access. The layout of these will incorporate east-west and north-south routes to enhance movement and linkages across the area, whilst the construction of a pedestrian/cycle bridge linking the Area to Christchurch Meadows will further integrate and ensure good accessibility to adjoining open spaces.'*

5.4.3 In paragraph 5.4 one of the overall aims to improve the station area is *'creating more opportunities for sustainable forms of transport, particularly walking and cycling, by enhancing the connectivity and legibility of the area'*.

5.4.4 Paragraph 5.6 of the RSAF identifies ten key public realm priority projects, including the Kennet/Thames Spine which is described in Paragraph 5.9 as follows:

*'A major 'city spine' – a direct pedestrian route – is proposed through the historic core, the Station Area and through to the Thames. This spine is based on the north-south link which is the most significant movement corridor in the RCAAP, and is vital to the success of development in this area. The spine will extend across the Thames with a new footbridge(s) and new riverside parks, which can act as amenity space for new residents. The spine will include enhancements including wider pavements and greater pedestrian priority in Station Road. North of the railway, the spine will incorporate a 'green link' towards the river. Buildings will face onto the spine rather than away from it, and, on all parts of the spine south of Vastern Road, the frontages will be enlivened with active uses including retail and leisure.'*

5.4.5 Paragraph 7.10 outlines that:

*'of particular significance are views along the direct north-south link, between the Station and the Thames, where there should be an unbroken line of sight'*.

This aspiration for an unbroken line of sight through the development was formed on the basis that the whole SSE site could come forwards for development. However, this is now not achievable due to the requirement by SSE to retain the SSE infrastructure in situ.

5.4.6 Paragraph 11.10 of the RSAF sets out in respect of transport that:

*'High-density mixed-use development in the Station Area will maximise the potential for local walking and cycling trips. The framework will help to secure high quality pedestrian and cycle facilities to include routes that are direct, well lit, naturally surveilled and safe.'*

5.4.7 The cycling strategy is discussed in Paragraph 11.24 and outlines that *'...development in the Station Area provides an excellent opportunity...'* for improvements to cycle links to Reading Station and that *'...in particular, the development of the Northside area can provide new cycle links approaching the northern Station entrance...'*

## 6 Assessment

### 6.1 Overview

- 6.1.1 Since validation of the Planning application on 16<sup>th</sup> March 2020 by RBC, a series of comments relating to transport and highways have been received (through both meetings and written comments) as set out in Section 3. The Appellants have provided technical responses and made a series of alterations to the Proposed Development to seek to address RBC's comments. However, RBC has since refused the Planning Application, and this section addresses any transport related reasons for refusal, as well as other matters raised by RBC officers or third parties.
- 6.1.2 I have broken the above down into separate areas in order to address the specific concerns raised, namely:
- **Section 6.3** - Proposed North-South link directness and appropriateness (CR 4.13.22-23, 4.13.38-47, 4.13.102, 7.3)
  - **Section 6.4** - North-South link width (CR 4.48)
  - **Section 6.5** - Switchback ramp alignment rationale (CR 4.13.38-4.13.47)
  - **Section 6.6** - Southern towpath access (CR 4.13.38-4.13.53)
  - **Section 6.7** - Servicing/vehicle movements and pedestrian/cycle safety (CR 4.13.27-4.13.37)
  - **Section 6.8** - Local parking (CR 4.24.11) and Disabled Parking (CR 4.3.87)
  - **Section 6.9** - Vastern Road crossing (CR4.13.56-4.13.58)

### 6.2 Reason for Refusal (RfR1)

- 6.2.1 RfR 1 states:

*The proposed development fails to provide a high quality north-south link through the site by virtue of related public realm, safety and directness concerns, largely due to the alignment of the site and overprovision of proposed buildings, primarily contrary to Policies CR11ii and CR11g of the Reading Borough Local Plan (2019) and guidance within the adopted Reading Borough Supplementary Planning Document Reading Station Area Framework (2010), and also Policies EN11, CC7, CR2, CR3, TR3 and TR4 of the Reading Borough Local Plan (2019).*

### 6.3 Proposed North/South link directness (RfR 1)

- 6.3.1 The broader policy related matters regarding the North-South link were addressed in some detail in 'Policy Assessment Note: North/South Shared Pedestrian Cycle Route, 24<sup>th</sup> Sept 2020' prepared by BW on behalf of BHOC (Appendix A). Policies CR11ii and CR11g, the RSAF, CR2 and CR3 are explored in the note.
- 6.3.2 The note summarises the position of compliance with the policies explored therein demonstrating that a high quality, safe, direct route is delivered by the Proposed Development. In that context;

- It is considered that there is no likelihood of conflict between cyclists and pedestrians. The switchbacks maintain a direct route for pedestrians, as required by policy, but also have the effect of encouraging cyclists to cycle responsibly and not at high speeds. Pedestrians are also provided with direct stepped access avoiding the switchbacks, further limiting the likelihood of conflict in the ramped sections of the route.
- It is considered that the policy intention of directness was not envisaged to be interpreted as 'straight'; indeed, nowhere within adopted policy or supporting guidance could the term 'straight' be found as the meaning of the term 'direct' for the pedestrian and cycle link. The RSAF only refers to an 'unbroken line of sight between the station and the river' in the 'Shorter Distance Views' section (para 7.10 and Fig 7.2), which is now impossible to achieve due to the retained SSE infrastructure in the centre of the site (Evidenced in Figs 1.2-1.4 of the Design Addendum Report, (BHOc 12<sup>th</sup> Nov 2020 (Appendix B).
- The proposed route complies with the strategic route noted within the Local Plan and RSAF, so conceived for its directness, and also provides the shortest route for pedestrians and cyclists to access Christchurch Bridge or the Town Centre, when travelling to and from Reading Station.

6.3.3 It is therefore considered that the Appeal site will provide a direct route to/from Christchurch Bridge and Reading Station, as envisaged by policy. This is considered a key connection and by virtue of its directness will be well used by local residents and visitors. For those users who are unfamiliar with the area, a clear and comprehensible wayfinding strategy has been proposed which will facilitate greater pedestrian and cycle permeability not only within the site, but also to the adjoining areas. Moreover, the attractiveness of the green route and its response in terms of public realm will ensure that it is well used by casual walkers and cyclists, delivering the strategically important landscaped link between the station and the river.

6.3.4 In the council's Transport and Policy comments dated 22nd October 2020, RBC acknowledge that direct line of sight through the development will not be achievable due to the retained SSE Infrastructure. However, RBC go on to say that to compensate for the deviation away from the route identified as part of the RSAF, the pedestrian / cycle route must be as direct as possible noting that "*The development should therefore be designed around the footway / cycle route instead of the footway / cycle route having to fit around the development*"

6.3.5 This is reiterated in UR 5.3.6

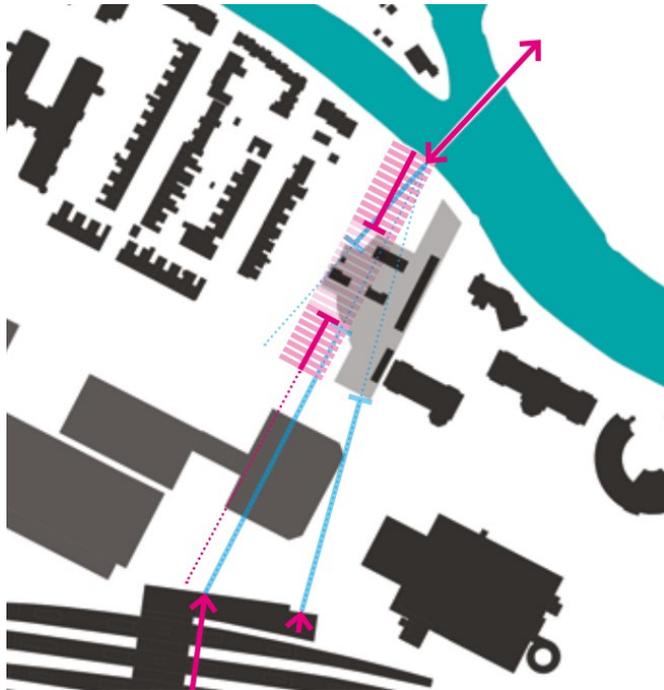
*'The Highway Authority therefore still deem that a straight and direct shared use path through the site to the bridge should be provided in accordance with Policy and design criteria.'*

6.3.6 This matter is covered in two reports prepared by BHOc. Firstly, the 'Strategic Shared Cycle Footway' booklet (ref:448.LAND.RP.001RevA), included as Appendix J, which sets out the evolution and design rationale for the North/South link.

6.3.7 Further to this, a Design Addendum has been prepared (Appendix B) demonstrating that it is not possible to deliver a 'straight' route through the site due to the constraint of the retained SSE equipment, and similarly that the constraints of site topography and ramp location to Christchurch Bridge prevent the provision of a straight route without significant detriment to the policy requirement to create active frontages and high quality public realm.

6.3.8 Within the Design Addendum Figure 1.4 illustrates how the direct line of site through the site is not achievable from Vastern Road to the Bridge. An extract of Figure 1.4 is provided below with the light grey area representing the extent of the retained SSE site.

Figure 6.1: Line of Sight through development site (Fig 1.4 of Design Addendum)



- 6.3.9 As is evident from the alternative design options illustrated within the Design Addendum Report (Appendix B), Figures 1.14 and 1.15, in order to deliver a straighter route as suggested by RBC, there will be unattractive ramp interfaces with buildings and higher cycling speeds would be facilitated, contrary to the safety of both pedestrians and cyclists (noted in Fig 1.15 of Appendix B), as well as significant wider disbenefits in terms of design and public realm.
- 6.3.10 As originally outlined to RBC in Stantec's TN003 (Appendix C) in response to RBC comments (5<sup>th</sup> August 2020), any design that removes the proposed switchback and replaces with a straighter alignment would also require ramps to extend further south into the site (towards Vastern Road) as later evidenced in Figures 1.18 (page 17) and Figure 1.18 (page 19) of the BHOC Design Addendum Report (Appendix B). This would be of disbenefit to those accessing the ramp from properties in the northern areas of the Appeal site as well as those using the towpath.
- 6.3.11 In the context of transport specific policies forming part of RfR 1, Policy TR3 states that:
- 'Development will only be permitted where:-*
- i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
  - ii) The development would not have a material detrimental impact on the functioning of the transport network;*
  - iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
  - iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network;'*
- 6.3.12 Set against RfR 1, it can be presumed that item iii is that which RBC believes the Proposed Development is contrary to, since compliance with all other relevant items have been demonstrated and accepted by RBC.
- 6.3.13 In terms of item iii, that proposals *'would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists'*, the Proposed Development will provide

a new pedestrian and cycle link from Vastern Road to Christchurch Meadows. The new route will be largely traffic free passing through what will be a quiet environment. There will be two crossing points of lightly trafficked accesses to car parking areas within the site where pedestrians and cyclists will have priority, reinforced by surface finishes, raised tables and signage. This represents a significant improvement to the safety of pedestrians and cyclists (as well as convenience) compared with the current situation which is discussed further in para 6.3.14

- 6.3.14 The Development Proposals outlined in Chapter 3 of the Transport Statement (TS), and subsequent post-application highway response notes prepared by Stantec, which are appended to this Statement of Case, describe the significant improvements the proposed north/south link has over the current cycle route along the towpath and via Norman Place as previously illustrated on **Figure 2.3**. Specifically, in Stantec TN005 response to RBC (Appendix E) 'Justification for Northern part of the proposed cycle/footway' (page 5), it was outlined that currently cyclists must deviate from their desire line path across Christchurch Bridge towards the station by negotiating a 90 degree bend at the foot of the bridge to continue their journey eastbound along the towpath, following this route to the station via Norman Place, negotiating a further 120 degree bend and then join the Norman Place carriageway mixing with traffic to reach Vastern Road. This existing route is much more convoluted and takes you away from the natural direction of travel towards the station, whereas the proposed ramp does not since the 'straight ahead' pathway is clearly visible.
- 6.3.15 In addition to providing the new connection through the site, BHOC has agreed to make a financial contribution for the full cost of delivering a new signal controlled pedestrian and cycle crossing of Vastern Road to connect the site more safely to the Reading station area.
- 6.3.16 Combined, these measures represent a significant improvement to the safety of pedestrians and cyclists. The safety of the vehicle crossovers within the site is explored in **Section 6.7** of this Statement.
- 6.3.17 Policy TR4, Cycle Routes and Facilities, states that:
- 'Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.*
- The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.'*
- 6.3.18 It is clear that the Proposed Development meets this policy in that it:
- *Makes full use of opportunities to improve access for cyclists to, from and within the development* – in this respect the Proposed Development will provide:
    - A new direct connection to the Christchurch pedestrian and cycle bridge
    - A 'traffic free' (based on RBC definition on Cycle Network Map) pedestrian and cycle link through the centre of the site running North-South
    - Convenient direct access to cycle storage facilities for residents within each block

- A contribution towards a new signal controlled pedestrian and cycle crossing of Vastern Road to the South providing wider connections to the station, station underpass and town centre
- *Integrates cycling through the provision of new facilities* – it is proposed to provide some 156 new secure cycle parking spaces for residents and visitors, as well as publicly accessible Sheffield stands within the public realm.
- Maintains, enhances, adds and extends cycle routes identified in the cycling strategy – the Proposed Development creates a new cycle connection that does not currently exist, thereby both improving and enhancing the existing cycle routes identified in the cycling strategy.

## 6.4 Width of North/South Link

- 6.4.1 Although not cited specifically as a reason for refusal, and not a matter raised by RBC's transport officer, the planning officer raises a concern in CR 4.48 over the width of the link:

*'Planning Policy's main concern is width. The Policy Assessment Note emphasises that a minimum 3m width has been specified, and this appears to be the width through much of the site. It is worth comparing the proposed link with other pedestrianised town centre streets. Chain Street, for example, although 2.7m wide at its northern entrance, for most of its length exceeds 4m in width. Most of Union Street is up to 4m wide. Both of these streets have a distinct 'alleyway' feel, despite the buildings on either side being only 2-3 storeys, and cycling along them would be actively dangerous.'*

- 6.4.2 The comparative examples quoted here are completely different to the route through the site as buildings directly abut the example routes described on both sides, whereas the proposed route is completely open on each side in the northern half of the site and has at least 0.9m clearance to buildings on the east side and is open on the west side in the southern part of the route. Stantec drawing **47500/5500/013** illustrates the proposed widths of the new link north-south link through the site and is provided in Appendix K.
- 6.4.3 The streets RBC references have an effective width of at least 1m below their actual width due to the proximity of buildings, and these are also busy 'shopping streets' with front doors of retail units directly adjacent to them. Photos provided below illustrate Union Street and Chain Street and clearly show these being of a completely different characteristic to the proposed N-S link through the development.

Photo 1 - Union Street (looking south)



Photo 2 - Chain Street (looking north)



- 6.4.4 For comparison to the example street, **Figure 6.2** to **Figure 6.4** show the CGI's of the proposed site from several different views which have been extract from the Strategic Shared Cycle Footway booklet (Appendix J).

Figure 6.2: Proposed view from Christchurch Bridge looking south



Figure 6.3: Proposed view from The Turbine Hall building looking toward Christchurch Bridge

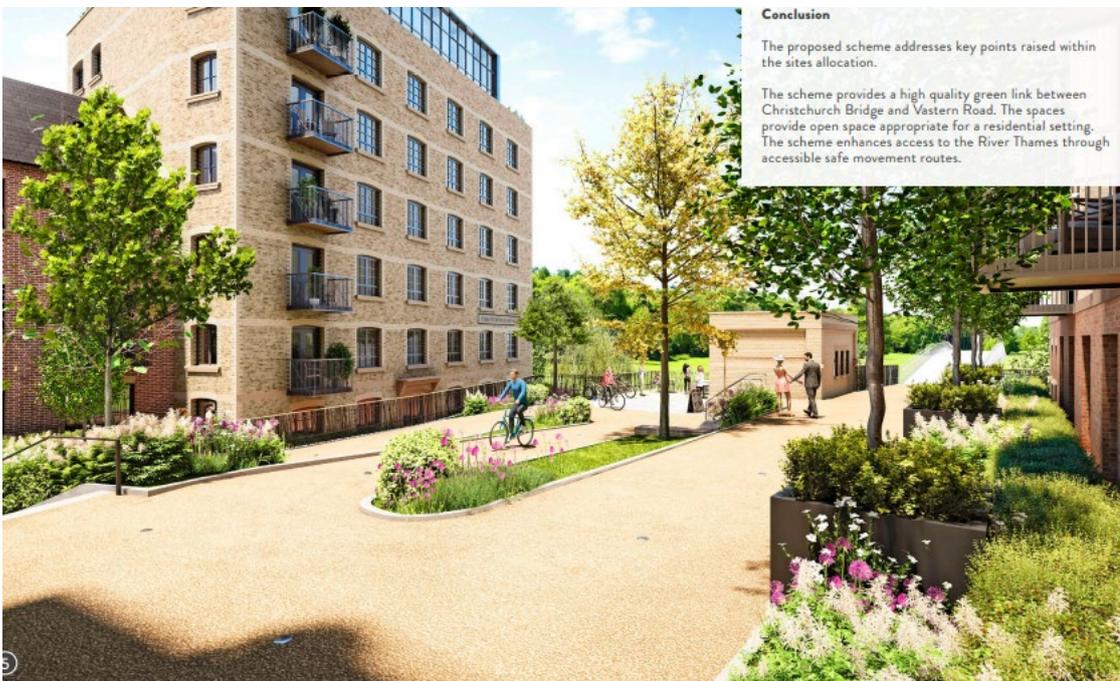


Figure 6.4: Proposed view from n-s link looking north into the site

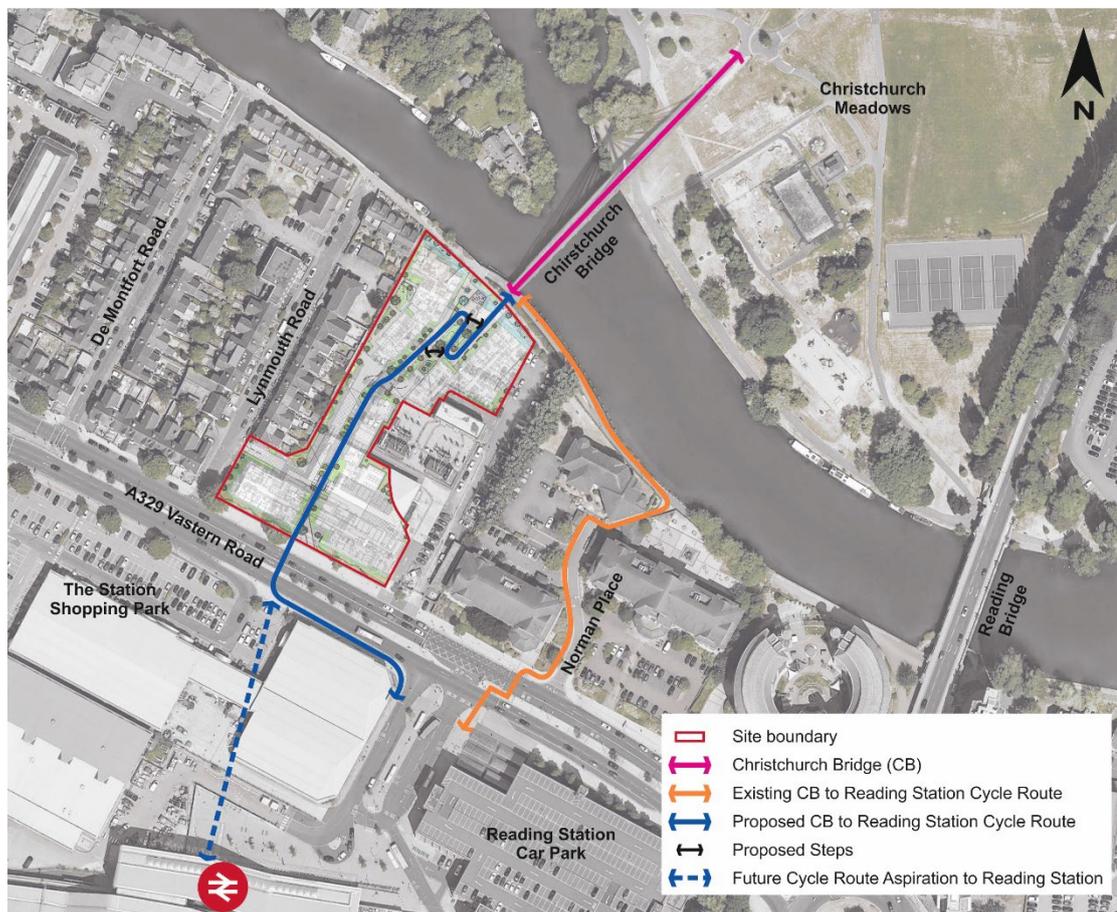


- 6.4.5 The proposed width of a minimum of 3.0m is in accordance with DfT LTN 1/20 design guidance and the route also contains much wider landing/rest areas within the public realm for other activities.
- 6.4.6 RBC acknowledges that the 3m width does comply with standards (Para 4.48), and it should be noted that the transport officer does not raise any concern over the width of the route.
- 6.4.7 The planning officer also incorrectly states (Para 4.48) that :  
*'Christchurch Bridge itself is more than 4m wide, so the route would narrow from that point as it enters the site.'*
- 6.4.8 For the sections of the north/south link at the top and bottom of the switchback ramp, a wider shared path width is proposed at 4.0m and 3.8m respectively. At its widest point Christchurch Bridge is over 4m wide but at either end the width of the bridge and paths in Christchurch meadow narrows to between 3.0m and 3.6m. As such the width of the proposed link on entry to the site (4.0m) from the bridge (3.6m) provides more space rather than a narrowing. The above is illustrated on Stantec Drawing [47500/5500/013](#) (Appendix K).
- 6.4.9 The link only narrows down to below 3.6m some 70m into the site from the north providing ample open space around it without the constrained feeling implied by officers.

## 6.5 Switchback Ramp Alignment Rationale

- 6.5.1 The design of the switchback ramp has been extensively discussed during the post-application stages with RBC who remain of the view that the proposals should be replaced with a more direct/straighter ramp. Stantec's TN003 and TN005 reports contained within Appendix C and Appendix E respectively, and the Design Addendum (Appendix B), provide a detailed review of the design standards and design rationale for the proposed switchback ramp.
- 6.5.2 These demonstrate that the proposed ramp does provide an excellent point to point connection between Vastern Road and Christchurch Bridge allowing for the change in levels and need to avoid the SSE retained infrastructure. Whilst the connection cannot be a 'straight line', it clearly provides a significantly more direct connection than the current convoluted route via Norman Place as illustrated in **Figure 6.5**.

Figure 6.5: Existing (Norman Place) vs Proposed Cycling route via site



- 6.5.3 The ramp design optimises the space at the northern end of the site, adding to the landscape character and setting and provides an accessible route for all users in keeping with the design philosophy of the public realm areas of the development. The proposed ramp has the added benefit that it also provides a more attractive, wide and accessible route to Christchurch Bridge from the western towpath by providing a connection for wheelchair users or those with pushchairs/prams.
- 6.5.4 Directness is also influenced through the ability to minimise the effort required to cycle, by enabling cyclists to maintain some momentum. The geometries around the proposed switchback turns allow for cyclists to maintain their momentum and to continue without

stopping at the crossing points within the site where motor vehicles are required to give way since pedestrians and cyclists are given priority. This is reinforced through appropriate use of surface materials, level surfaces for pedestrians and cyclists, and signage.

- 6.5.5 At each turn in the switchback ramp, 3m wide steps are provided from the top level of the podium at The Turbine Hall building giving an alternative shorter and more direct route for pedestrians.
- 6.5.6 The submitted design proposals mean that pedestrian entrances to the development will have direct level access to the ramped sections without the need for convoluted/diverted routes, and that excellent connectivity will be provided for all future users, significantly enhanced over the Norman Place route currently provided.

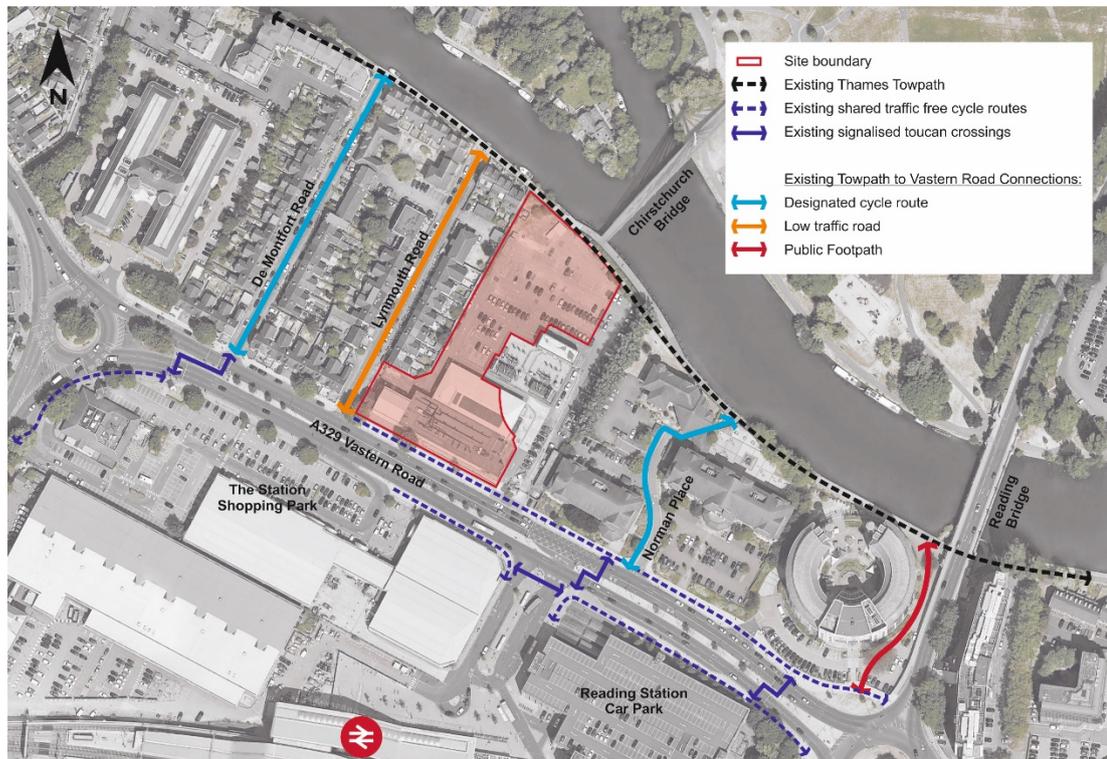
## 6.6 Southern Towpath Access

- 6.6.1 The planning submission material explained that the path connecting the Appeal site to the southern River Thames towpath would be a pedestrian footpath complying with accessibility criteria for wheelchair users. The southern towpath is an existing pedestrian only route between Caversham Bridge and the bottom of the Christchurch Bridge ramp. In large parts, the width of this section of towpath is too narrow to be a shared 2-way pedestrian/cycle facility based on the design criteria set out in DfT LTN 1/20.
- 6.6.2 Clarifications were requested by RBC as to the future use of the path, and within Stantec's highway response note TN004 (Appendix D), it was confirmed that the path is designed as a pedestrian route and that the proposed maximum gradient of between 1:15 to 1:21 is appropriate.
- 6.6.3 In subsequent comments, RBC highways have stated a requirement for the link to the site from the towpath accommodate cycling and that the proposals should be amended accordingly. This is re-stated in UR 5.3.8

*'It is accepted that the towpath does not currently permit cycling, but as is stated within the Paragraph 4.13.50 of the main report, the Council's Local Cycling and Walking Improvement Plan (LCWIP) identifies the Towpath as being a proposed cycle route in the future and work to facilitate this has been commenced by officers. Given this it is imperative that the route to the Towpath from the site can accommodate cycling, to ensure that a comprehensive network of cycle facilities are provided.'*

- 6.6.4 The site provides the primary policy requirement of supporting a N-S shared route linking Vastern Road to north of the river via Christchurch Bridge. There is no such policy requirement for the development to provide a cycle link down to the southern towpath.
- 6.6.5 It is not practical for the link to the southern towpath to be provided to accommodate cycling, for the reasons given by Dave Taylor (BHOC) in his statement. In any case, for the reasons set out below, a cycle link in this location is neither necessary nor desirable.
- 6.6.6 There are also several existing routes available for cyclists to get from the southern Towpath through to Vastern Road from the east and west which will continue to be desirable when the development is completed. Coming from the west along the towpath, cyclists will be able to make use of the signed cycle route via De Montfort Road leading to the signalised crossing on Vastern Road. Alternatively, Brighams Road and Lynmouth Road also provide suitable linkages to the southern towpath given these are quite cul-de-sac roads and represent logical and navigable routes to get to/from the west.
- 6.6.7 To the east of the site, those who in the future may be travelling along the Towpath from the direction of Reading Bridge, will be provided with 2 alternative routes to get to Vastern Road prior to reaching the site. The primary route for cycles from the east would continue to be via Norman Place and also a second public path is available around the Thames Water building, and while it is not signed for cycles it has become an established point of access for cyclists.
- 6.6.8 **Figure 6.6** illustrates the existing routes available for cyclists to get from the southern Towpath through to Vastern Road from the east and west.

Figure 6.6: Existing cycling routes for access to/from Thames Towpath



- 6.6.9 The availability of these alternative routes for cyclists to get to/from the southern Towpath further support the case as to why there is no logical requirement to for the Proposed Development to provide a cycling connection down to the southern Towpath.
- 6.6.10 Cyclists would, of course, still be able to access the towpath by wheeling along this short section as they are currently required to do along the towpath. The National Cycle Network (NCN) 5 is accessible from the northern boundary of the site but will be via a pedestrian only section of towpath along the Thames Path.
- 6.6.11 In the latest comments from RBC on the 22nd October 2020, it was suggested that: *“The proposal for the alteration in designation to include cycling along the towpath is at an advanced stage with public consultation already taking place...”*.
- 6.6.12 It remains the case, however, that cycling is not permitted along this whole section of the towpath and the existing width along parts of the towpath (c.2m ) would not meet the minimum width requirement of DfT LTN 1/20, ‘Cycle Infrastructure Design’ for shared pedestrian and cycling routes of 3m. In the immediate vicinity to the development site, the southern towpath ranges in width from 2.0m to 2.5m as shown on **Figure 6.7**. In places, the towpath has a verge on the northern side and private properties to the south limiting opportunities to widen in the future without land acquisition.

Figure 6.7: Existing Thames Towpath Widths



6.6.13 In my view, it would be inappropriate to provide a new cycle route ramp down to a substandard towpath which could result in conflicting movements at the point where they meet on a 90 degree bend and result in potential collisions between cyclists and pedestrians.

## 6.7 Servicing/vehicle movements and pedestrian/cycle safety

- 6.7.1 In the post-submission stage of the planning application, the nature of service and delivery movements at the northern turning head has been widely considered. While there is no specific RfR for servicing and deliveries, RBC have raised concerns in spite of the agreed limited number of reversing manoeuvres associated with refuse collection (UR 5.3.4) that would be required across the northern vehicle crossover (for refuse trucks) and the interaction with pedestrians and cyclists.
- 6.7.2 In terms of servicing and internal vehicle movements impacting on pedestrian and cycle safety, policies TR3 and TR4 are silent on reversing movements. However, the accompanying text for policy TR3 references '*Geometric Design Guidance for Residential Accesses onto Classified Roads and Commercial Accesses onto Adopted Roads (Version 2), approved July 2011*', which endorses the Department for Transport's Manual for Streets (for lightly trafficked roads within urban areas). RBC has relied upon references to Manual for Streets (MfS) to support their position.
- 6.7.3 The proposals for vehicle movements and their potential implications for the pedestrian/cycle route were set out within Chapter 3 of the TS that supported the Appeal site planning application. The TS set out that the proposed pedestrian and cycle route would have priority over motor vehicles and where vehicles are required to cross it, the traffic generation and demand would be low given the vehicle crossing only serves a limited number of undercroft parking spaces for residents and an area for refuse collection. This is in accordance with TR3 (v), namely '*The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network.*'
- 6.7.4 The overall development was outlined in Table 5.3 of the TS to generate a total of 36 two-way vehicle movements in the AM and PM peak hours. On the basis of the undercroft parking under The Turbine Hall representing 52% of the site wide parking provision, this would equate to approximately 19 two-way car trips crossing the northern vehicle crossover in a forward gear. The total traffic generation figures have been agreed by RBC (CR4.13.80) and RBC officers have also confirmed there are no concerns regarding general traffic crossing the route in forward gear (CR 4.13.26).

### Servicing Vehicle Reversing Movement

- 6.7.5 The only vehicles that would be required to fully reverse over the route are weekly refuse collection trucks to access the waste collection point, the location of which has been agreed with RBC's transport officer (as detailed in paragraph 6.7.7 of this statement). The design and refuse collection strategy in this location was refined through post application discussions with RBC to address a series of comments regarding bin store locations and access points. The key alteration was to the collection strategy for Building D whereby the bin store was relocated, and the refuse vehicle access point changed to enable collection to be undertaken from the undercroft car park access.
- 6.7.6 To achieve this, the refuse vehicle must now reverse over the pedestrian and cycle route as presented on drawing **47500/5501/005A** included within Appendix G of this Statement. This revised refuse strategy, alongside other bin store location changes to reduce bin carry distances, was presented to RBC in Stantec response note TN005 (Appendix E) and TN006 (Appendix F).
- 6.7.7 The outcome of the above resulted in the principles of the proposed Waste Collection Strategy being agreed by RBC, as stated in their correspondence titled '*200188 – 55 Vastern Road, Reading Further comments from Darren Cook, Transport Development Control Manager*' received on 22<sup>nd</sup> October 2020 in which it is stated (Page 5):

*'Waste Collection Strategy*

*I am happy with the assessment provided by the applicant'*

6.7.8 Despite only a weekly refuse truck being required to fully reverse over the route, RBC has restated this concern in the Committee Report. It is noted that concerns raised specifically refer to the need for reversing movements over the proposed pedestrian and cycle route. RBC has no objection to vehicles crossing the footway / cycleway in a forward gear.

6.7.9 UR 5.3.4 states:

*The Highway Authority acknowledges that a refuse vehicle would only reverse over the footway / cycleway once a week, but as has been stipulated above this is likely to be increased when general servicing requirements are included, which the applicant has assessed would equate to a total of 4 refuse/HGV movements a week. The applicant has stated that with appropriate signage, reversing alarms and multiple operatives, the risk of harm is mitigated; however, given paragraph 7.10.3 of DfT document Manual for Streets (below) the Highway Authority do not agree that this would be sufficient mitigation given that the reversing would be taking place over a busy footway / cycleway and not within a standard turning head within the carriageway.*

6.7.10 Whilst the number of vehicles from 'general servicing' HGVs could be more than 1 vehicle/week, it has been demonstrated that these vehicles will not need to reverse across the cycleway (see 6.7.18 below) in the way that the refuse truck will.

6.7.11 Reversing within new residential developments is fairly common practice due to the desire to create a streetscape and public realm environment that is not overly wide or dominated by highways. This can be by means of the provision of formal turning heads at the end of cul-de-sac or more informally at junctions. The constraints of the Appeal site mean that it is not possible to remove the need for reversing within the site for larger vehicles, in order to ensure they can enter and exit the site at the main access point on Lynmouth Road in a forward gear. This has been achieved by the provision of a turning head between 'The Goods Office' and 'The Coal Drop Building'

6.7.12 RBC has referenced MfS in the context of safety concerns of refuse truck reversing manoeuvres (CR 4.13.34) but does not reference the following relevant section, Paragraph 6.8.1:

*'6.8.1 The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechincons, need not be fully accommodated – designers could assume that they will have to reverse or undertake multipoint turns to turn around for the relatively small number of times they will require access.'*

6.7.13 The above statement clearly accepts the principle that at developments where low vehicle speed and flows are foreseen, which the Appeal site would have, servicing needs should be accommodated for but should not dominate the design and that reversing movements are fully expected to achieve the required access.

### **Turning Head Arrangement for Deliveries**

6.7.14 As set out within Stantec highways response note TN004 dated 9<sup>th</sup> June 2020 contained within Appendix D, the proposed turning area to the north of the site can readily accommodate large cars, 4.6t light vans and food delivery type vehicles which cater for the vast majority of deliveries, without any need to encroach onto the pedestrian and cycle route at all. These vehicle types can manoeuvre and turn around either side of the proposed raised crossing. Vehicle swept path analysis has demonstrated this. These swept paths were shown on

Stantec drawing **47500/5500/007** which formed part of technical note 004 and is provided in Appendix G in this Statement.

- 6.7.15 The Committee Report (CR 4.13.32) and Update Report (UR 5.3.2) requested additional clarification on vehicle manoeuvres within the development at the northern turning head noting that a 'proportion of the delivery vehicles will wish to have the rear of the vehicle adjacent to the north south link for ease of transporting goods to and from the vehicle'.
- 6.7.16 This requirement has been met. Stantec drawing **47500/5500/007** illustrates the typical daily delivery vehicles undertaking this turning manoeuvre in the preferred manner as stated by RBC.
- 6.7.17 Stantec drawing **47500/550/012** confirms that at the northern turning head can accommodate large cars, 4.6t light vans and food delivery type vehicles can turn in both directions without the need to reverse over the cycle route on the latest masterplan.
- 6.7.18 Furthermore, very infrequent larger 10-12m long 'white goods type' HGV delivery lorries will also be able carry out deliveries to the site without the need to reverse fully across the foot/cycleway, since they will always be 'forward facing', although it is acknowledged that they will encroach into it. This movement is illustrated in the **Figure 6.8** below, and in detail on Stantec drawing **47500/550/012** in Appendix G, showing a 10m HGV vehicle turning at the northern turning area.
- 6.7.19 A delivery of this nature will turn forwards across the foot/cycleway, so will be able to check the path is clear prior to crossing it. The vehicle will then be 'sat' across the foot/cycleway momentarily before reversing into the turning head adjacent to the western Appeal site boundary to complete the manoeuvre. This will occur for a matter of seconds and is a 'forward facing' manoeuvre in terms of visibility of the foot/cycleway.

Figure 6.8: 10m HGV Swept Path at northern turning head



- 6.7.20 RBC state that (CR 4.13.31) 'following a review of the tracking diagrams provided it is noted that no tracking has been provided for a 12m HGV, given that the applicant has now stipulated that vehicles of this size would serve the site this tracking would be required.'

- 6.7.21 It is important to clarify that it was not *stipulated* that vehicles of this size would serve the site, but merely recognised that on a very infrequent basis, there could be a need for a larger HGV to make a delivery at the site. In a study prepared by the City of London (CoL), it was found that OGV2 Classification of vehicle (which a 12m 4-axle rigid would be classed as) account for less than 1% of loading and unloading activities with the majority (52%) undertaken by Light Goods Vehicles. This would equate to around 1 vehicle per month for the development.
- 6.7.22 Nonetheless, Stantec drawing **47500/5500/011A** (Appendix G) illustrates the swept path assessment of this manoeuvre for a 12m HGV demonstrating that this would not need to reverse across the shared pedestrian/cycle path but could also undertake the manoeuvre described in 6.7.18.
- 6.7.23 HGV deliveries will be able to turn at the northern turning area and then park adjacent to the north/south link and unload at this point.
- 6.7.24 Section 3.10 of the Transport Statement and Stantec's TN005 provided as Appendix E, outlined the principles of the expected vehicle interaction with the pedestrian and cycle route at the crossing location. These reports summarised that the internal layout of the masterplan has been designed to maximise pedestrian and cycle safety and connectivity whilst still maintaining the required needs for access, servicing and parking.
- 6.7.25 Measures to absolutely minimise any encroachment by such motor vehicles into the foot/cycleway area were carefully designed including the placement of bollards to prevent access outside of the short 6m crossing section, and clear demarcation to reinforce priority for pedestrians and cyclists including surface treatments, a raised table and signage. In addition, the Appeal site has been designed in such a way that vehicle speeds will be very low through the creation of a narrow highway route, tight bends for traffic calming, and appropriate use of planting and surface finishes.
- 6.7.26 Given the above, I would reiterate that the site has been designed in accordance with standards and best practice so that the only reversing manoeuvres that are required to reverse fully over the pedestrian and cycle route are those once weekly trips associated with refuse collection. Collection of this nature would typically have a driver plus at least 1 (but usually more) operatives. The vehicles also have reversing warnings installed and the other operatives would act as banksmen to assist the driver, should it be necessary. As previously raised in this statement, RBC highways have accepted the principle of the waste collection strategy that included this reversing manoeuvre.

#### Review of HGV related collision records

- 6.7.27 In email correspondence from RBC on 9<sup>th</sup> September 2020, the presumed low demand of HGV and refuse vehicle access servicing the Appeal site was acknowledged. In the same correspondence and the Committee Report, RBC have referred to two areas of MfS policy that the proposals are contrary to:

*"6.8.8 Reversing causes a disproportionately large number of moving vehicle accidents in the waste/recycling industry. Injuries to collection workers or members of the public by moving collection vehicles are invariably severe or fatal. BS 5906: 2005 recommends a maximum reversing distance of 12 m. Longer distances can be considered, but any reversing routes should be straight and free from obstacles or visual obstructions."*

....

*"7.10.3 Routing for waste vehicles should be determined at the concept masterplan or scheme design stage (see paragraph 6.8.4). Wherever possible, routing should be configured so that the refuse collection can be made without the need for the vehicle having to reverse, as turning heads may be obstructed by parked vehicles and reversing refuse vehicles create a risk to other street users."*

- 6.7.28 Paragraph 6.8.8 of MfS is written in specific regard to waste and refuse collection, and as referred to previously, Paragraph 6.8.1 of MfS states that “*Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not be fully accommodated – designers could assume that they will have to reverse or undertake multipoint turns to turn...*” and as such reversing movements are fully expected to achieve the required access.
- 6.7.29 It should also be noted in relation to para 6.8.8 quoted by RBC that the MfS guidance was issued by the Department for Transport in 2005, and since then there have been improvements to in-vehicle technologies which help to overcome the safety issues raised, such as vehicle cameras, additional mirrors and reversing beepers. Furthermore, there is no included background evidence provided within MfS or the associated BS, to understand the specific context or cause of any of the accidents.
- 6.7.30 We have therefore undertaken a desktop review of recent (2015-2020) collision records for two relevant sites in Reading to establish whether any such incidents have arisen and whether there are any underlying trends involving heavy goods vehicle collisions on residential streets, particularly where we know reversing manoeuvres are required. The sites are Kennet Island, a modern higher density site in South Reading designed using MfS principles, and the residential streets immediately north of Vastern Road.
- 6.7.31 Kennet Island is a predominantly residential development comprises of over 1,350 homes which began construction in 2005 with the last phases completed in 2019. This development is characterised by narrow residential streets, on street parking, undercroft parking and tight bends in some streets, and while not observed in practice due to the low occurrence, it can be reasonably expected to result in some reversing movements by large HGVs for delivery and servicing purposes. The past 6 years of available collision data shows that there was a total of 4 collisions recorded across the development site and access roads of which all resulted in ‘slight’ injuries. Of these, one collision involved a form of goods vehicle which was recorded at the main site access with Commercial Road, not within the site. None of the incidents involved reversing. The detailed collision data records are provided in Appendix I
- 6.7.32 Additional analysis has been undertaken for the group of residential streets which includes Thames Avenue, Brigham Road, De Montford Road, Lynmouth Road and Norman Place, all similar cul-de-sac access roads local to the Appeal site and between Vastern Road and the River Thames.
- 6.7.33 These roads are typically narrow streets with on street parking on one or both sides. The absence of turning circles at the end of the streets leads to the need for larger vehicles to perform multi-point turns and thus includes reversing in streets and across footways that are not specifically designed to accommodate such movements. Each of these streets also provide key pedestrian linkages to the southern river towpath. At Norman Place, which is the current designated cycle route from the station to Christchurch Bridge, the path leads directly into the road space into what is, in effect, the turning head and servicing area for that cluster of buildings.
- 6.7.34 As with the Kennet Island analysis, the most recently available 5 years of collision data was reviewed, and no collisions involved goods vehicles on these roads or reversing manoeuvres.
- 6.7.35 It would therefore appear that the risk of collisions caused by HGV reversing in residential street environments with some similar characteristics is very low.
- 6.7.36 As concluded as part of the Transport Statement and above referenced technical notes, given the very low number of predicted HGVs accessing the site, coupled with the good visibility of the crossing point, clear signage that will be in place and the fact that only a weekly refuse truck with banksmen will need to reverse onto the path, I do not believe that the Proposed Development represents a risk of significance to highway safety, and is therefore compliant with Policies TR3 and TR4 in this respect.

## 6.8 Local Parking and Disabled Parking Design

- 6.8.1 Concerns raised by RBC relate to specific layout points associated with access to the two on-street disabled bays located along on the internal road.
- 6.8.2 As confirmed within Stantec's highway comment responses within TN006 (Appendix F), verges adjacent to the on-street disabled bays have been modified to provide an area of accessible hardstanding to facilitate access to the parking bays. These are also illustrated on BHOC current Landscape General Arrangement Plan 448.LA.101E (Ref 6.80).
- 6.8.3 Dropped kerbs will be provided from the disabled parking bays in order to ensure that residents will have step free access to their properties. We believe that this addresses the Council's concerns in this regard and that the details of kerb types can be secured by condition.
- 6.8.4 RBC now accepts this position and states (UR 5.3.11)

*'In relation to the provision of dropped kerbs to facilitate access to the disabled parking bays, as identified at Paragraph 4.13.87 of the main report the applicant has suggested that this could be dealt with by way of a condition. The Highway Authority have considered this acceptable.'*

- 6.8.5 Objections were raised regarding the potential for additional parking pressure in surrounding streets, notably (CR 4.24.11):

*'There is also likely to be lots of people parking in Caversham if parking spaces are not provided but there is no restriction on owing cars.'*

*- The only site access is via a quiet residential road. This will increase the pressure on Lynmouth Road, not only for traffic, but also for deliveries or visitors who park without a valid permit. Object to the issuing of new parking permits to the proposed site's workers, residents or visitors, which could be used for parking on surrounding streets (temporary or otherwise).*

- 6.8.6 It has been agreed that permits will not be provided to residents at the development, secured by condition, as confirmed by RBC (UR 5.3.10)

*'As such, the proposed application provides the provision of 50 car parking spaces, which includes 3 disabled spaces. This parking number and layout are deemed acceptable given the parking restrictions that surround the application site, its sustainable location and the inclusion of a condition (in the event of permission being granted) that ensures that no residents parking permits will be issued to future residents.'*

## 6.9 Vastern Road Crossing

- 6.9.1 RBC's transport officer raises a concern regarding the precise design of the proposed Vastern Road pedestrian and cycle crossing (CR 4.13.56-4.13.57). However, it is also noted (CR 4.13.58) that :

*'regardless of the above concerns the Highway Authority are content for a proposed contribution of £200,000 towards the design and delivery of a crossing on Vastern Road to provide an improved link between Reading Station and the application site. This will be secured via Legal Agreement in the event of permission being granted'*

## 7 Conclusions

### 7.1 RfR 1 and related design matters

- 7.1.1 In my opinion, the design clearly provides a highly accessible development in compliance with policy that will deliver a significantly improved route, safe and attractive to all users
- 7.1.2 The development has also been demonstrated to have no detrimental impact on the local highway network or safety. Suitable access is provided for all potential users.
- 7.1.3 The development will create a completely new and attractive pedestrian and cycle route between the town centre/Reading station and Caversham that reflects a significant improvement in terms of permeability and connectivity compared with the current route via Norman Place.
- 7.1.4 The development will deliver a new, safe pedestrian and cycle crossing on Vastern Road significantly enhancing accessibility to/from Reading station/town centre and Caversham.
- 7.1.5 Overall I do not believe that Reason for Refusal 1, in so far as it relates to transport, is justified.

## 8 Key Supporting Documents:

- *Transport Statement (November 2019) and supporting Appendices A to G (Ref 5.25)*
- *Post-Application Documents:*
  - Technical Note 003: Pedestrian and Cycle Connection to Christchurch Bridge, 8th June 2020 (Ref. 6.58)
  - Technical Note 004: RBC Highways Response, 9th June 2020 (Ref. 6.58)
  - Technical Note 005: RBC Highways 2nd Response, 9th September 2020 (Ref 6.73)
  - Technical Note 006: RBC Highways 3rd Response, 24th September 2020 (Ref 6.75)
  - Design Addendum, Berkeley Homes, November 2020 (Ref. 6.92)
  - Policy Assessment Note: North/South shared pedestrian cycle route, Barton Willmore, September 2020 (Ref. 6.74)
- *Stantec Drawings:*
  - 47500/5501/005A
  - 47500/5500/007
  - 47500/5500/008
  - 47500/5500/011A
  - 47500/5500/012

## **Appendix A    BW Policy Assessment Note**

# Appendix B    BHOC Design Addendum

## **Appendix C    Stantec TN003: Proposed Ramp Design Justification**

# Appendix D Stantec TN004: Highways Response

## **Appendix E    Stantec TN005: 2<sup>nd</sup> Highways Response**

## **Appendix F    Stantec TN006: 3<sup>rd</sup> Highways Response**

# Appendix G Swept Path Drawings

# Appendix H    Extract of RBC Cycling and Bus Maps

# Appendix I      Crashmap Collision Data

## **Appendix J    BHOC Strategic Shared Cycle Footway' booklet**

# Appendix K North-South Link Plan