



## **Caversham and District Residents Association**

**CADRA Chair to Mr Matthew Burns, Planning Officer**

### **230024 Reading Golf Club Construction Method Statement**

Dear Mr Burns

I am writing to express concern about the proposals for construction traffic as set out within the latest version of the Construction Method Statement. You will be aware that CADRA has continually expressed concern. I set out the history below.

1. CADRA first raised the issue of construction traffic with Vistry in a meeting November 2022.
2. CADRA emailed the Lead Councillor for Transport, cc Planning Officer on 12 January and 27 January 2023, requesting a meeting on site and urging the need for wider consideration but received no reply.
3. CADRA commented on the CMS prior to Planning Applications Committee on 29 March.
4. A further meeting was held with Vistry on 20 March 2023 when local residents also expressed their concerns.
5. CADRA spoke at PAC on 29 March 2023. It became clear at PAC that no onsite meeting had yet taken place to assess the viability of the TTRO and that no other examination was proposed.
6. CADRA emailed the Leader of the Council on 5 April to express concern that PAC had been asked to approve an untested provision for a serious issue. No assessment of the potential loss of parking had been made and no consideration given to the issues for residents.

7. The reply from the Leader of the Council on 17 May stated: *an on-site meeting has taken place (Monday 3<sup>rd</sup> April) and Vistry have taken away some proposals to mark up on a plan alongside the illustrated movement of a delivery vehicle, known as a swept path analysis, to identify the exact length. The Council are still awaiting the submission of these drawings but this is expected imminently.*

And in relation to loss of daytime parking: *By condensing this into one specific area this could accommodate the inclusion of a 'no waiting at anytime' restriction to allow for a passing place to be created.*

8. 20 June 2023, the Planning Officer advised that a later version of the CMS and Appendix O were showing on the portal. This showed a much more extensive loss of daytime parking than previously indicated. An inspection by CADRA showed this would result in the loss of 10 parking spaces out of 19 in the daytime.
9. A further meeting with Vistry took place on 23 June 2023. Given the extensive restrictions for residents and pressures on Kidmore End Road, it was proposed that construction traffic should follow a one-way system and that there were several advantages to exiting via Courtenay Drive.

The natural priority for traffic on KE Road alongside the recreation ground is northwards (as the parking is on the eastern side); it is less dangerous for large vehicles to turn right from KE Road into Courtenay Drive than to turn left out of Courtenay Drive into KE Road; it is preferable to have the empty HGVs (after they have unloaded at the site) using the longer route via Courtenay Drive; the right turn from Courtenay Drive into Peppard Road is easier than turning left from Peppard Road into Courtenay Drive.

Vistry agreed that they would be better able to control the route taken by vehicles exiting the site, rather than entering the site.

10. Vistry confirmed by email on 26 June 2023: *We discussed the prospect of using Courtenay Drive as an exit to create a one-way system for construction traffic.*

*As promised, we raised the matter with our internal project team this morning and we discussed the pros and cons of this alternative proposal.*

*Whilst we do not have a problem with this in principle, we are acutely aware of the planning logistics and we cannot afford any further delays.*

11. On Friday 30 June, Vistry delivered letters to local residents with details of the TTRO.

12. Since then, many residents have written to Vistry expressing concern. Replies from Vistry have included the responses:

- Vistry are happy to use Courtenay Drive for construction vehicles and the amended wording of the CMS allows this to happen.
- In practice, our Gatesman will be able to direct construction vehicles leaving site according to traffic at that time in a 'one-way route' if necessary.

13. The revised CMS refers to: *alternative route will be via Courtenay Drive to reach the site from the North as opposed to from the South.*

This contradicts the indication from Vistry that vehicles could be directed leaving the site and leaves the direction of a potential one way unclear and confused.

In conclusion, almost 8 months since the issue was raised with Vistry, 6 months after it was raised with the Council and 3 months since the site meeting, we now have a confused muddle. It is our view that, from a safety perspective, the best option is to have a one-way system with left turn into the site and left turn out of the site only. To have it as an option will create confusion and ambiguity and potential for an accident.

While the provisions for review are welcome, the lack of clarity will severely hinder an effective review.

The passing place shown on Appendix O, outside 40-52 Kidmore End Road, on the east side of the road, would only be used by vehicles travelling southwards. (Vehicles travelling northwards are unlikely to move onto the 'wrong' side of the road as this would be counterintuitive.) In practice this would limit its value as traffic going southwards still has to wait for any traffic coming towards them to reach the end of the whole stretch. Buses generally wait for the whole stretch to be clear. What is being proposed is likely to cause inconvenience and frustration for very little, if any, impact.

We urge Vistry to adopt the one-way system with left turn into the site and left turn out of the site only and the Council to hold the TTRO in abeyance pending a review.

Helen Lambert  
CADRA Chair

10 July 2023