

Caversham and District Residents Association (CADRA) Response to Planning Application 230024 (2)

Planning Application 230024, Reading Golf Club: Application for approval of details reserved by condition 29 (Construction Method Statement) of planning permission ref. 211843, submitted by Vistry Thames Valley, January 2023.

CADRA wish to register an **objection** to Construction Method Statement Revision B (VG-CMS001) as currently submitted as part of the above Application.

CADRA has set out below measures it would like to see included in the CMS to improve community safety during the lengthy construction period.

CADRA considers that Section J, Traffic management, and Section K, Times and routes of construction traffic, of the revised Construction Method Statement (CMS) are inadequate to ensure that local residents and pedestrians, especially children, are properly protected from the increase in HGVs (and other traffic) during demolition and construction at the Reading Golf Club site. The lack of adequate measures could potentially lead to accidents as well as congestion and inconvenience.

(1) Traffic routing does not take account of road hazards.

Section J identifies the narrowest part of Kidmore End Road as the route for HGVs. Between Grove Road and the Golf Club entrance, one side of Kidmore End Road is used for parking as residents have no other option, leaving the remaining part of the road single track, with traffic alternating direction using a courtesy system as it is impossible for two cars to pass. This stretch of road is also used by two bus routes (23 and 24).

The risk is increased by the number of primary and secondary school children who walk this way to and from Emmer Green Primary School and Highdown School as well as younger children accessing the recreation ground. On Saturdays the recreation ground is popular with children of all ages.

Additionally, there is sheltered accommodation at Lyefield Court with some 40 residents who walk along Kidmore End Road to reach the shops or cross Kidmore End Road to reach the bus stop. The CMS should set out explicitly what measures will be put in place to enhance safety and avoid congestion all along this route.

(2) Traffic calming measures should be included in the CMS.

The S106 Agreement signed on 31 March 2022 obliges the developer to undertake Highway Works, including improvements to the Kidmore End Road/Peppard Road, Kidmore End Road/Lyefield Court and Kidmore End Road/Grove Road junctions. Condition 5 of the 211843 Decision Notice (31/3/22) requires that the development is carried out in accordance with Volume 2 of the Statement of Environmental Impact Assessment Conformity, which includes:

"A raised informal crossing, comprising a flat-top speed hump with a Duratherm herringbone imprint, is proposed on Kidmore End Road, Lyefield Court at its junction with Kidmore End Road, and on Grove Road at its junction with Kidmore End Road. Traffic calming measures such as these can improve traffic safety at the junction by slowing vehicles down when entering and exiting the junction as well as increasing visibility of pedestrians to other road users. These informal crossings will be provided with tactile paving to facilitate the crossing of visually impaired pedestrians" (Chapter 8 para 8.6.13)

and

"...the Proposed Development includes a new crossing of Kidmore End Road S, to the north of Grove Road, which will improve access to the Emmer Green local centre for new residents at the development, and provide an improved walking route to the south towards Highdown School via Grove Road for residents on the eastern side of Kidmore End Road" (Chapter 8, paras 8.6.16 and 8.6.20).

CADRA believe that these commitments should be included in the CMS together with the Highway Works Agreement (as an Annex) and that the works should be completed before any HGVs are allowed to access the site.

(3) Time schedule will need to be enforced.

Section K of the revised CMS states that "Where possible, deliveries will be scheduled to arrive outside of the hours 08.00-09.30, 14.45-15.30 & 17.00-18.00 to avoid times when children are most likely to be walking past the site to school." While CADRA welcomes the intention to avoid these times, "Where possible" provides no assurance that serious efforts will be made to adhere to the times. "Where possible" should be deleted and conditions should be imposed by RBC whenever HGVs use Kidmore End Road during the excluded times that can be enforced.

(4) Coordination with the schools should be expanded.

While CADRA welcomes the statement in Section J that "The developer will coordinate with the local school to offer the service of an external trainer to visit and brief the school children on the dangers of construction sites and construction traffic", this should be expanded to cover both Emmer Green Primary School and Highdown School, as pupils from both schools use this route.

(5) Supervision of HGVs outside the site boundary should be included in the CMS.

In order to ensure that the risk to local residents, especially children and those less mobile, is kept to the minimum, supervision will be required to ensure that drivers drive responsibly along Kidmore End Road.

Section K refers to a banksman being available to navigate deliveries into the site safely if a delivery arrives outside the scheduled hours. This should be extended and include a second banksman to act as a Traffic Marshall to navigate vehicles into and out of the narrow stretch of Kidmore End Road from the site entrance to Peppard Road. This should be a condition within the CMS.

(6) Monitoring arrangements should be included in the CMS.

CADRA proposes that there should be a Monitoring Group which will meet regularly to review the effectiveness of the measures. This should consist of representatives of key interested parties such as RBC Road Safety Team, Vistry, Reading Buses, Highdown and Emmer Green Primary Schools, Ward Councillors, CADRA and a Kidmore End Road resident. Again CADRA feel this should be included in the CMS.