



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 3rd 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

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.