

SPENCERS WOOD PRIMARY SCHOOL

TRANSPORTATION TECHNICAL NOTE



FOR WOKINGHAM BOROUGH COUNCIL

September 2024



TURNER JOMAS & ASSOCIATES

Environmental & Civil Engineers & Transport Planners

Turner Jomas & Associates Ltd
Unit 24, Sarum Complex, Salisbury Road, Uxbridge,
UB8 2RZ

T: 0333 305 9054
www.turnerjomas.com



CONTENTS

	Page
1 INTRODUCTION	1
2 EXISTING CONDITIONS	3
3 DEVELOPMENT PROPOSALS	7
4 OPERATIONAL ISSUES	9
5 SUMMARY	12

FIGURES

- 2.1** Site Location
- 2.2** 600 Bus Route
- 2.3** Pedestrian Isochrone
- 2.4** Cycle Isochrone
- 4.1** Access Proposals
- 4.2** Vehicle Swept Paths

APPENDICES

- Appendix A** WBC Highways Comments, 21/08/24
- Appendix B** Existing Site Layout
- Appendix C** Bus Routes / Timetables
- Appendix D** Proposed Scheme Layout



1.0 INTRODUCTION

- 1.1 Turner Jomas & Associates have been commissioned by Wokingham Borough Council (WBC) to advise on the highways and transport issues associated with the development of a new 1FE capacity satellite primary school at a site adjacent to Fullbrook Avenue, Spencers Wood within Wokingham Borough. The new school forms part of a wider development of 900 dwellings granted outline planning permission in 2014 under application O/2013/034.
- 1.2 The proposed school is the subject of a reserved matters application for a one form entry satellite primary school, with potential to extend to two form entry in the future. The scheme will incorporate access via Fullbrook Avenue, on-site parking for staff / visitors, a pick up / drop of point and secure cycle parking provision.
- 1.3 This Transportation Technical Note (TTN) has been prepared further to comments on the application issued by the WBC highways department on 21/08/24, which can be seen in full at **Appendix A**. The TTN addresses operational aspects of the proposed development including access, parking, servicing and deliveries. The report also addresses the following specific issues highlighted within the highways comments:
- A justification for the level of car and cycle parking proposed.
 - Details of electric vehicle charging provision.
 - Commitment to scheme of works on Fullbrook Avenue.
 - Swept path assessments for a refuse lorry safely manoeuvring within the site and for a large car entering and leaving each of the end parking bays.
 - Visibility splays at site access.
 - The proposed servicing strategy.



- Confirmation that a Travel Plan will be worked up and submitted once the operators are identified and within 6 months of opening.

1.4 The TTN should be read in conjunction with a Travel Plan submitted with the application which sets out a series of objectives, targets and measures aimed at encouraging pupils, parents and staff of the new school to make use of sustainable travel options where possible. Following this introduction the TTN is structured as follows:

- Section 2, Existing conditions, provides details for the development site, the local highway network and existing transport provision.
- Section 3, Development proposals, provides a summary of the school development.
- Section 4, Operational issues, details the access, parking and servicing proposals including a justification for the level of car and cycle parking proposed and swept paths for vehicle parking and turning areas within the site. This section also provides an outline of the delivery and servicing strategy that will be implemented to encourage the efficient and sustainable movement of goods and deliveries required by the school.
- Section 5, Summary, provides a summary of the TTN.



2.0 EXISTING CONDITIONS

Site Location

- 2.1 The school site comprises an undeveloped parcel of land located on the northeastern side of Spencers Wood and to the southeast of Three Mile Cross within Wokingham Borough. It is bounded to the north by Ryeish Lane, to the east by Hyde End Lane, to the south by Fullbrook Avenue and to the west by dwellings recently completed as part of a wider Spencers Wood / Three Mile Cross development area. The site is located within a predominantly residential area. **Figure 2.1** illustrates the site location and the existing site layout can be seen at **Appendix B**.

Planning Background

- 2.2 The proposal for a new primary school forms part of a wider development of 900 dwellings granted outline planning permission in 2014 under application O/2013/034. The majority of the residential elements have been or are nearing completion. Under the S106 agreement attached to the outline permission, the developer is required to transfer a serviced site within the development for the delivery of a primary school. The Borough Council will in turn be responsible for the design, securing reserved matters planning permission and construction of the primary school.

Existing Transport Infrastructure

The Highway Network

- 2.3 The school site is bounded to the south by Fullbrook Avenue and access is proposed to this road. In the vicinity of the site Fullbrook Avenue serves recently constructed and occupied residential areas within Spencers Wood. At the site frontage this road accommodates two-way traffic, is street lit, subject to a 20 mph speed limit and provides wide footways on either side of the carriageway.



- 2.4 A short distance to the east of the frontage Fullbrook Avenue is joined by Hyde End Lane which runs in a north south direction. The junction between these two routes directs all general traffic north along Hyde End Lane which is one-way. The layout incorporates a bus gate will buses and cycles only being permitted to travel further east towards Shinfield. To the south of Fullbrook Avenue, Hyde End Lane has been converted to a pedestrian and cycle only route which connects to Croft Road further to the south. To the west of the school site Fullbrook Avenue connects into the wider road network which serves the 900 dwellings recently constructed in the area. It links the site with the wider highway network via a junction with the B3349 Hyde End Road approximately 600m to the south of the site. **Figure 2.1** illustrates the site in relation to the highway network described.
- 2.5 A combined footway / cycleway is located at the western side boundary which connects Fullbrook Avenue with Ryeish Lane to the north. A further footway / cycleway is provided at the eastern site boundary alongside Hyde End Lane. Local residential roads in the vicinity of the site leading to the wider highway network are all typically lightly trafficked, street lit, subject to 20 mph speed limits and benefit from good footway and off-road cycleway provision.

Public Transport Provision

Bus Services

- 2.6 The closest bus stops to the site are located on Fullbrook Avenue circa 100m to the west of the proposed site access. Within the CIHT 'Planning for Public Transport in Developments' guidelines, the recommended maximum walking distance to a bus stop from a development is 400 metres and the existing stops fall well within this distance. The bus stops on both sides of the road benefit from covered passenger waiting areas. As shown by **Image 2.1**.

Image 2.1: Fullbrook Avenue Bus Stops



- 2.7 The Fullbrook Avenue Stops are served by the 600 bus route operated by Readingbuses, which provides an hourly service between Shinfield / Spencers Wood and Reading Town Centre. The wider area route map and timetables can be seen at **Appendix C. Figure 2.2** illustrates the 600 route in the vicinity of the school site.

Rail Services

- 2.8 The nearest station to the site is Reading which is located approximately 6.5 km to the north within the town centre. It is not within walking distance or a short cycling distance but can be accessed using public transport via the 600 bus service which connects the site area with Reading Town Centre.



Pedestrian and Cycle Networks

- 2.9 Walking is the most important mode of transport for journeys at a local level with data from the 2022 National Travel Survey (NTS) confirming that 83% of trips over distances of up to one mile, which equates to 1600m, were undertaken on foot. More detailed advice on locating developments to encourage pedestrian trips can be found within the document “Providing for Journeys on Foot” published by the Chartered Institution of Highways and Transportation (CIHT). This document gives advice on the acceptable walking distances to a variety of local facilities. It recommends an acceptable walking distance of 1000m for schools / commuting purposes. This equates to a 12 – 15 minute walking time. **Figure 2.3** illustrates the areas that can be reached on foot centred on the school site within a 15 minute walk. These extend to significant residential areas covering the majority of Spencers Wood, Ryeish Green and parts of Shinfield. There is therefore a significant pedestrian catchment for school pupils and potentially some staff with areas surrounding the site benefiting from an existing well developed footway network.
- 2.10 The acceptable cycling distance to work and nearby facilities / amenities is considered to be 5 kilometres. This corresponds to a 15 minute cycle time based on an average speed of 10 – 12 mph. **Figure 2.4** illustrates the areas that can be reached by cycle centred on the school site within 15 minutes measures using the actual routes available rather than ‘as the crow flies’.
- 2.11 The cycle catchment extends to significant residential areas include all of Spencers Wood, Three Mile Cross, Swallowfield, Shinfield and Whitley Wood. In addition, there is an existing well developed network of off-road cycle routes in the immediate vicinity of the school site and local roads are typically conducive to cycling being lightly trafficked, subject to low vehicle speeds and well lit.



3.0 DEVELOPMENT PROPOSALS

Development Details

- 3.1 The reserved matters application involves the development of a one form entry primary school, with potential to extend to two form entry in the future. The facility will serve as a satellite to a nearby primary school and would therefore share some facilities with that school.
- 3.2 The proposed scheme layout can be seen at **Appendix D** which illustrates that vehicular, pedestrian and cycle access would be provided via a connection to the northern side of Fullbrook Avenue with a further access point to a combined footway / cycleway at the eastern site boundary alongside Hyde End Lane. Within the site the access will serve parking and servicing areas along with a pick-up / drop-off point to the front of the building that will enable vehicles to enter turn and exit in forward gears. The scheme design incorporates the following main elements:
- Seven standard classrooms for 210 mainstream intake.
 - 1 classroom to be used a specialist teaching space at the school's discretion.
 - A nursery for circa 30 children.
 - A hall (to minimum DfE standard for 210 pupils).
 - Toilets and 1 x hygiene room.
 - Reception and office space.
 - Staff room / PPE room.
 - Kitchen (may be modified to be a servery, rather than a production kitchen).
 - 2 small group rooms.



- Resource base for 14 ambulant SEND children (ASD / SEMH primary need).
- Outdoor play areas and sports facilities.

3.3 In relation to parking for vehicles there will be a provision of 29 spaces for staff, 16 spaces for visitors and 4 spaces for disabled users in accordance with the WBC standards. Secure parking for 82 cycles will be provided also in accordance with the Council's standards. It is anticipated that the school will employ 29 full time staff.



4.0 OPERATIONAL ISSUES

Access

- 4.1 vehicular, pedestrian and cycle access will be provided via a connection to the northern side of Fullbrook Avenue with a further access point to a combined footway / cycleway at the eastern site boundary alongside Hyde End Lane. **Figure 4.1** illustrates the proposed access layout inclusive of the minimum visibility splays achievable for vehicles emerging to Fullbrook Avenue. The splays extend to at least 33m in either direction measured at a distance 2.4m back from the carriageway edge. This is in accordance with the Manual for Streets recommended standard for access to roads subject to a 20 mph speed limit such as Fullbrook Avenue. As requested by WBC at the detailed design stage the access layout will incorporate dropped kerbs and tactile paving to facilitate pedestrians crossing at the mouth of the junction. In addition, at detailed design the scope of highway works at the Fullbrook Avenue frontage will include the provision of a dropped kerb and tactile paving on the northern side of the carriageway, the relocation of an existing road sign away from the proposed pedestrian access and the installation of kerbside guard railings.

Car Parking

- 4.2 The proposed site layout incorporates a total of 49 car parking spaces comprising 29 spaces for staff, 16 for visitors and 4 blue badge spaces. The parking standards relevant to the school proposals are published by WBC within its Parking Standards Study Report (2011). For primary schools Section 5.14 of the document recommends a standard of 1 general space per member of staff with Table 3.5 recommending the provision of blue badge spaces in the range 2-4 spaces for developments with on-site parking in the range 10-50 bays. Given that the school will employ 29 full time staff and provide 49 on site spaces the level of car parking proposed for staff and disabled users will comply with WBC adopted standards.



- 4.3 In relation to visitor parking no specific guidance is provided within the Study Report. The number of visitor spaces proposed (16) has therefore been set at a level to ensure that any parking demands generated by fluctuations in school staffing levels can be met on site and to deter inappropriate visitor parking within adjacent residential streets. It is envisaged that on-site electric vehicle charging facilities will be provided in accordance with the WBC requirements to be secured via a planning condition.
- 4.4 As shown by the scheme layout plan at **Appendix D** all proposed parking bays will have 5m x 2.5m dimensions with an additional margin for blue badge spaces in accordance with the WBC Parking Standards Study Report guidance. Within its highway comments dated 21/08/24 WBC confirmed that the proposed site layout incorporated ample areas for safe manoeuvring behind the parking bays but did request swept paths of a large car entering and leaving each of the end parking spaces. This has been undertaken and the resulting swept paths can be seen at **Figure 4.2**.

Cycle Parking

- 4.5 As shown by the scheme layout plan the development will provide a total of 82 secure cycle spaces with 10 spaces located immediately adjacent to the main pedestrian entrance at Fullbrook Avenue and the remaining 72 spaces located adjacent to the pedestrian entrance to the school playground. All spaces will be covered. The cycle parking layout has been revised further to the WBC highways comments and now addresses the issues previously raised. The parking standards relevant to the school proposals are published by WBC within its Parking Standards Study Report (2011). For primary schools Section 5.14 of the document recommends a standard of 1 space per 3 pupils and 1 space per 5 members of staff. If applied to the Spencers Wood school proposals at total of 76 cycle spaces would be required. The proposal for 82 spaces is therefore in excess of this standard and will further encourage cycle trips to the school as an alternative to car use.



Servicing

- 4.6 All servicing will take place via the vehicular access to Fullbrook Avenue. Within its 21/08/24 highways comments WBC has requested a swept path assessment for a refuse lorry safely manoeuvring in the site to ensure the vehicle can enter and leave in forward gear. The results of this exercise can be seen at **Figure 4.2**. It is proposed that the school will implement a Delivery and Servicing Plan (DSP) to be secured via a planning condition. The DSP will outline the number and frequency of service vehicle movements along with the measures that will be implemented to encourage the efficient and sustainable movement of goods and deliveries to the school. It is envisaged that measures would include scheduling deliveries outside of school and network traffic peak periods, exploring the use of alternatively-fuelled vehicles and implementing an anti-idling initiative to prevent engines being left running at the school.

Travel Plan

- 4.7 A School Travel Plan has been submitted with the application which would be submitted and implemented within 6 months of occupation. Within its 21/08/24 highways comments WBC accepted the principles contained within the document and but has requested details for the arrangements will be made for the school to continue with the Travel Plan beyond the initial 5 year monitoring period. It can be confirmed that in the event that Travel Plan targets are not met within the initial monitoring period, this will be extended until such time that all targets are met.



5.0 SUMMARY

5.1 This Transportation Technical Note (TTN) has been prepared in support of a reserved matters application for a one form entry satellite primary school at a site adjacent to Fullbrook Avenue, Spencers Wood within Wokingham Borough. The scheme will incorporate access via Fullbrook Avenue, on-site vehicle parking for staff / visitors, a pick up / drop of point and secure cycle parking provision. The report was requested by WBC and addresses the operational aspects of the proposed development including access, parking, servicing and deliveries. The TTN has demonstrated the following:

- The proposed vehicular access to Fullbrook Avenue incorporates visibility splays in accordance with the relevant Manual for Streets standards and the proposed scope of highways works will involve appropriate facilities for pedestrians including dropped kerb crossings and tactile paving, along with the relocation of existing street furniture as required.
- The school proposals will incorporate on-site car and cycle parking provision in accordance with the WBC adopted standards and the needs of the development.
- The scheme will incorporate electric vehicle charging facilities to be secured via a planning condition.
- The proposed layout for on-site vehicle parking and turning areas provides sufficient and safe manoeuvring space for cars and service vehicles as evidenced by swept path assessments undertaken and submitted as part of the TTN
- The school will implement and Delivery and Servicing Plan (DSP) to be secured via a planning condition with measures that will encourage the efficient and sustainable movement of goods and deliveries to the school.

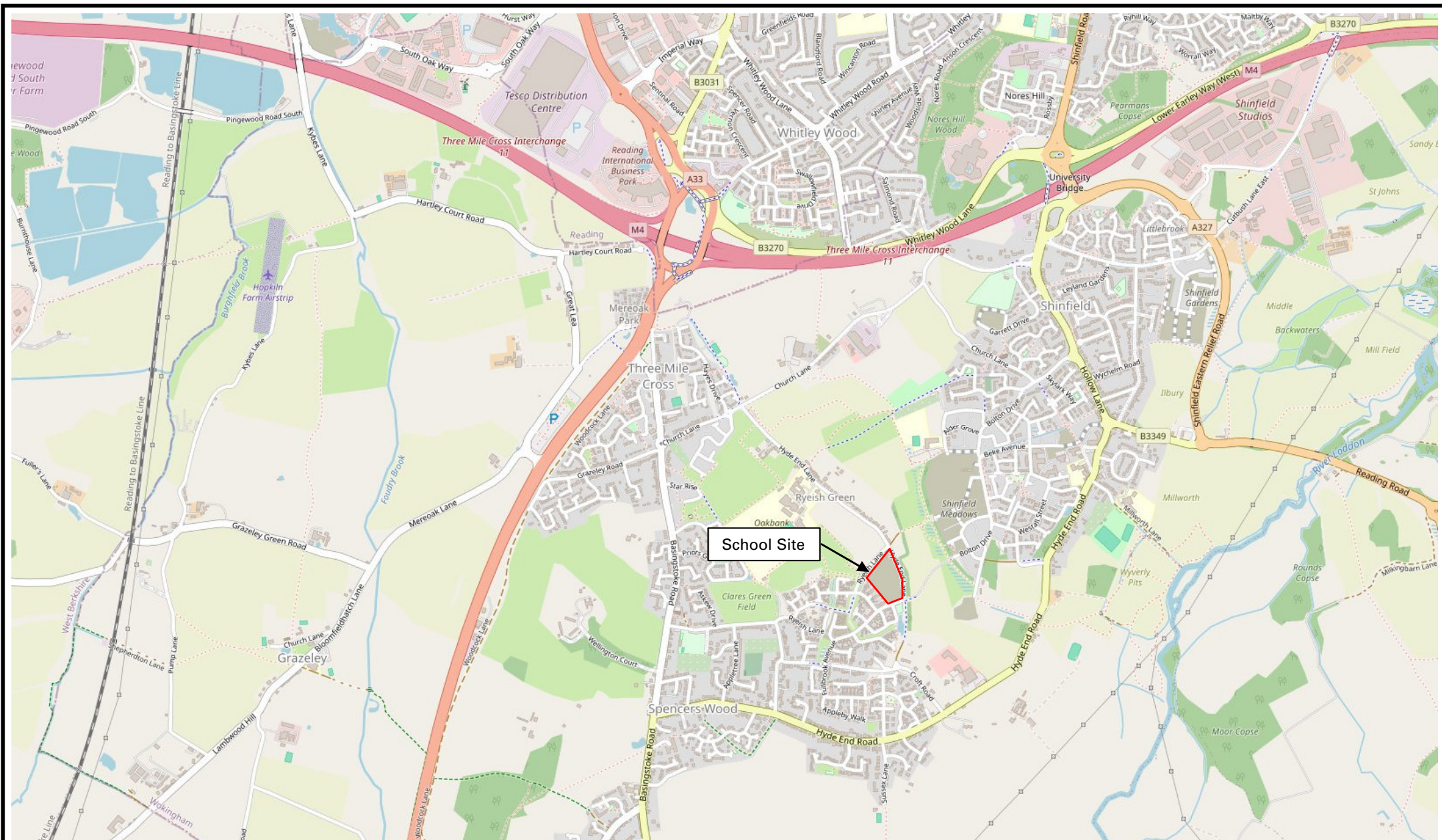


TURNER JOMAS & ASSOCIATES

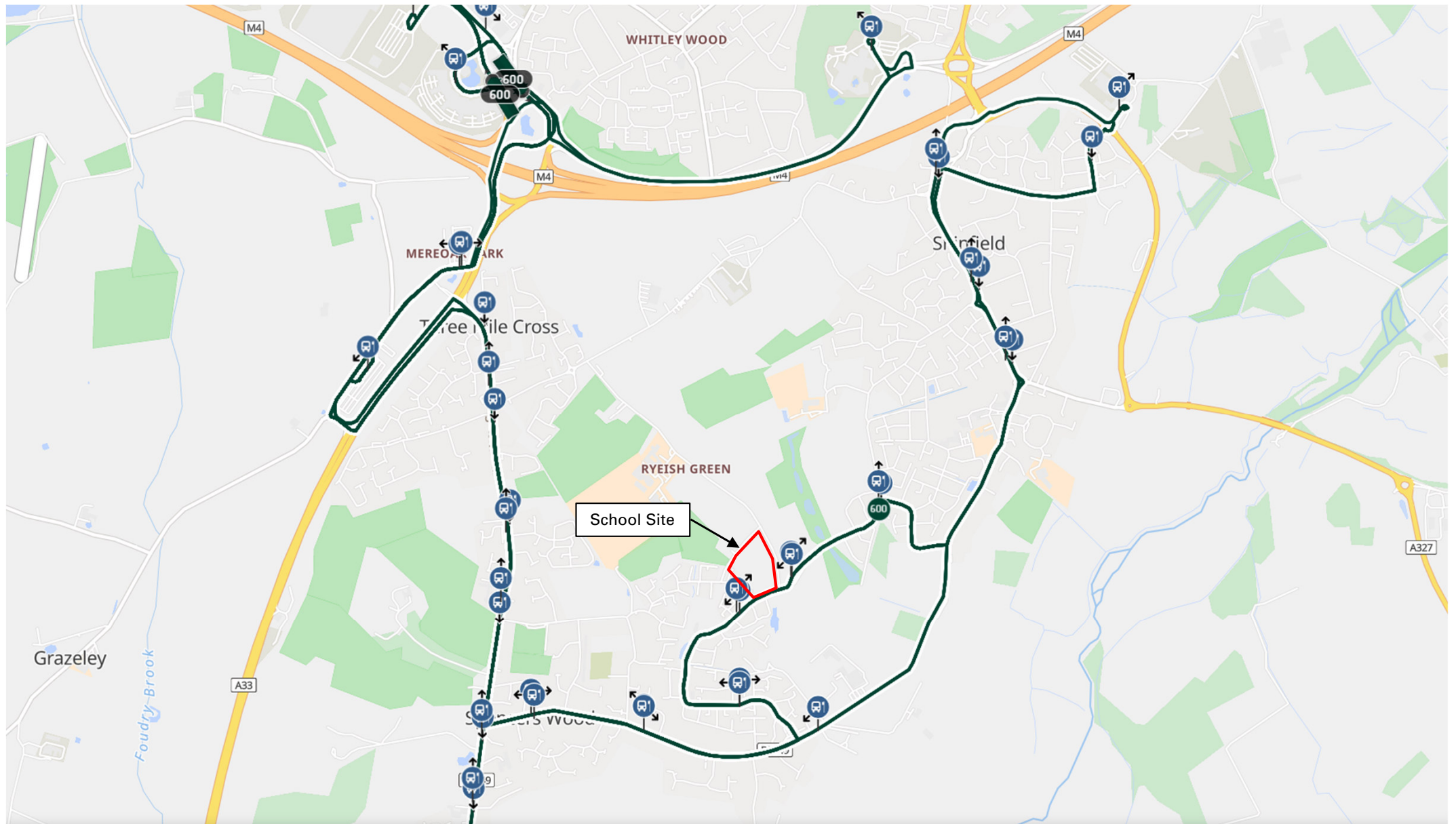
Environmental & Civil Engineers & Transport Planners

- If required the School Travel Plan will be extended beyond the initial 5 year monitoring period to ensure that all Travel Plan targets are met.

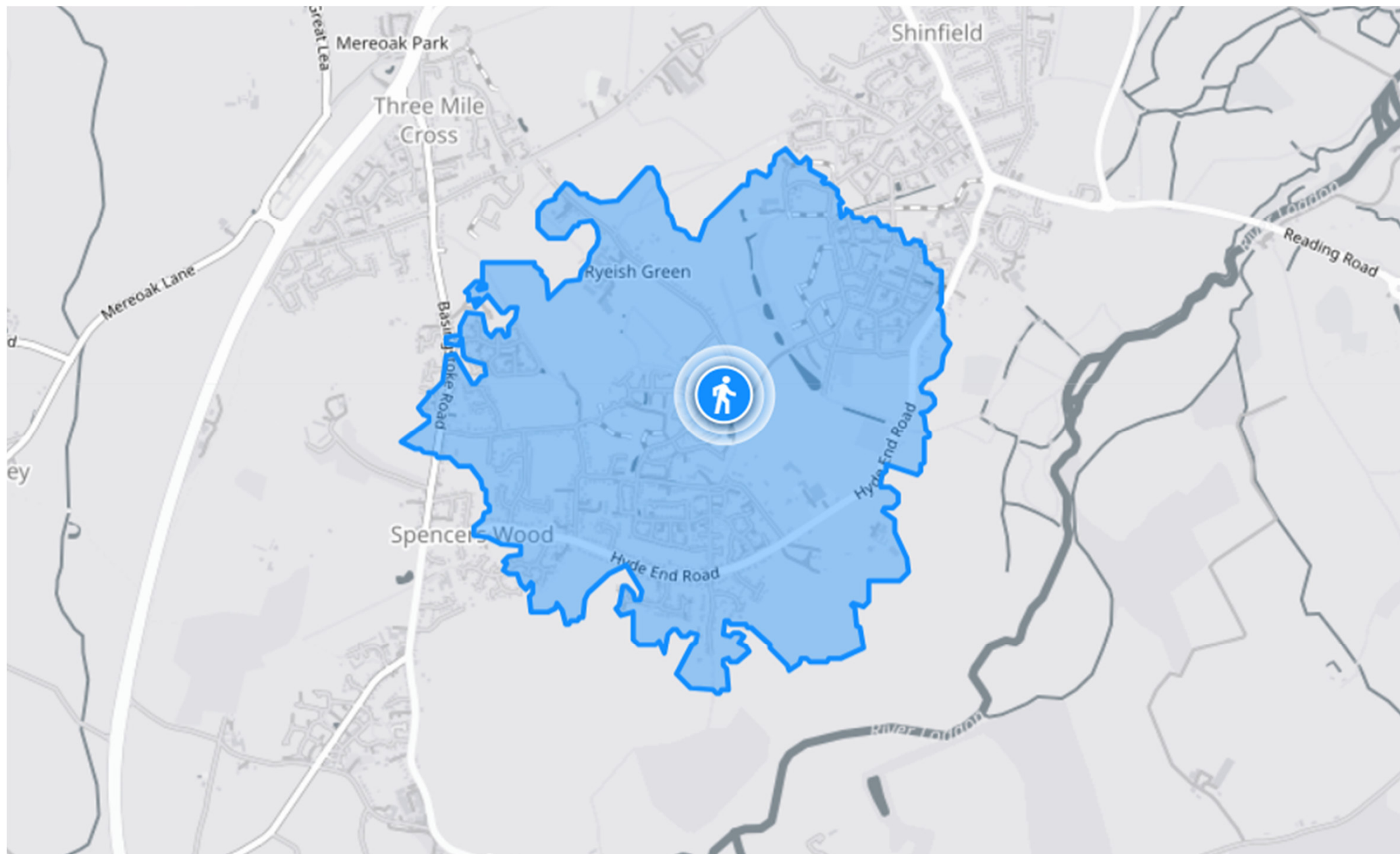
FIGURES



SCALE:	Do Not Scale	CLIENT:	WOKINGHAM BOROUGH COUNCIL			JOB TITLE:	PROPOSED PRIMARY SCHOOL, SPENCERS WOOD		
DATE:	May 2024	TITLE:	LOCATION PLAN			JOB NUMBER:			
DRAWN:	AR						FIGURE: 2.1		



SCALE: Do Not Scale	CLIENT: WOKINGHAM BOROUGH COUNCIL	JOB TITLE: PROPOSED PRIMARY SCHOOL, SPENCERS WOOD		
DATE: May 2024	TITLE: 600 BUS ROUTE			JOB NUMBER:
DRAWN: AR				FIGURE: 2.2



SCALE: **Do Not Scale**

DATE: **May 2024**

DRAWN: **AR**

CLIENT:

WOKINGHAM BOROUGH COUNCIL

TITLE:

15 MINUTE WALKING DISTANCE ISOCHRON

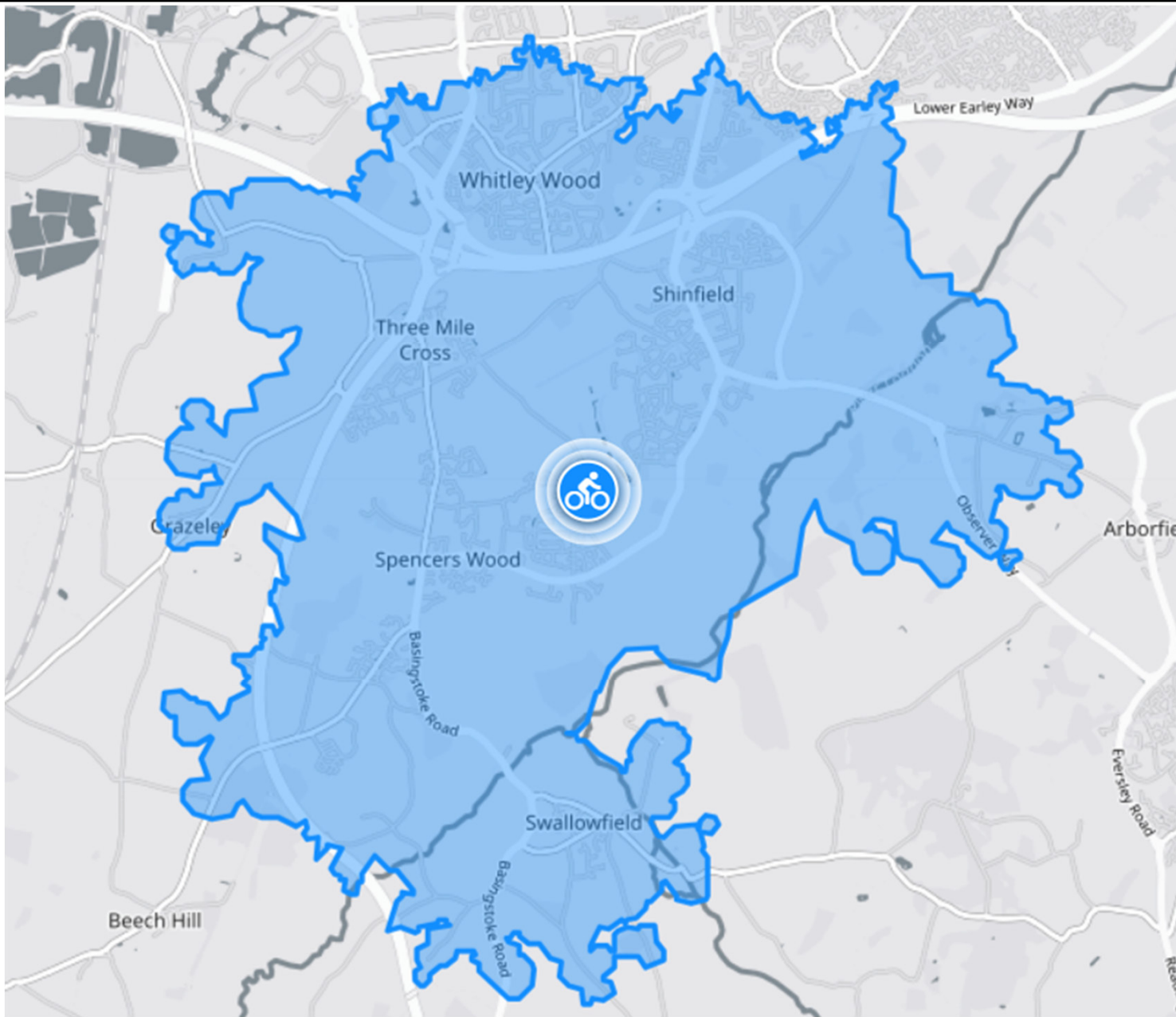
JOB TITLE:

PROPOSED PRIMARY SCHOOL, SPENCERS WOOD

JOB NUMBER:

FIGURE:

2.3



SCALE: **Do Not Scale**

DATE: **May 2024**

DRAWN: **AR**

CLIENT:

WOKINGHAM BOROUGH COUNCIL

JOB TITLE:

PROPOSED PRIMARY SCHOOL, SPENCERS WOOD

TITLE:

15 MINUTE CYCLE DISTANCE ISOCHRON

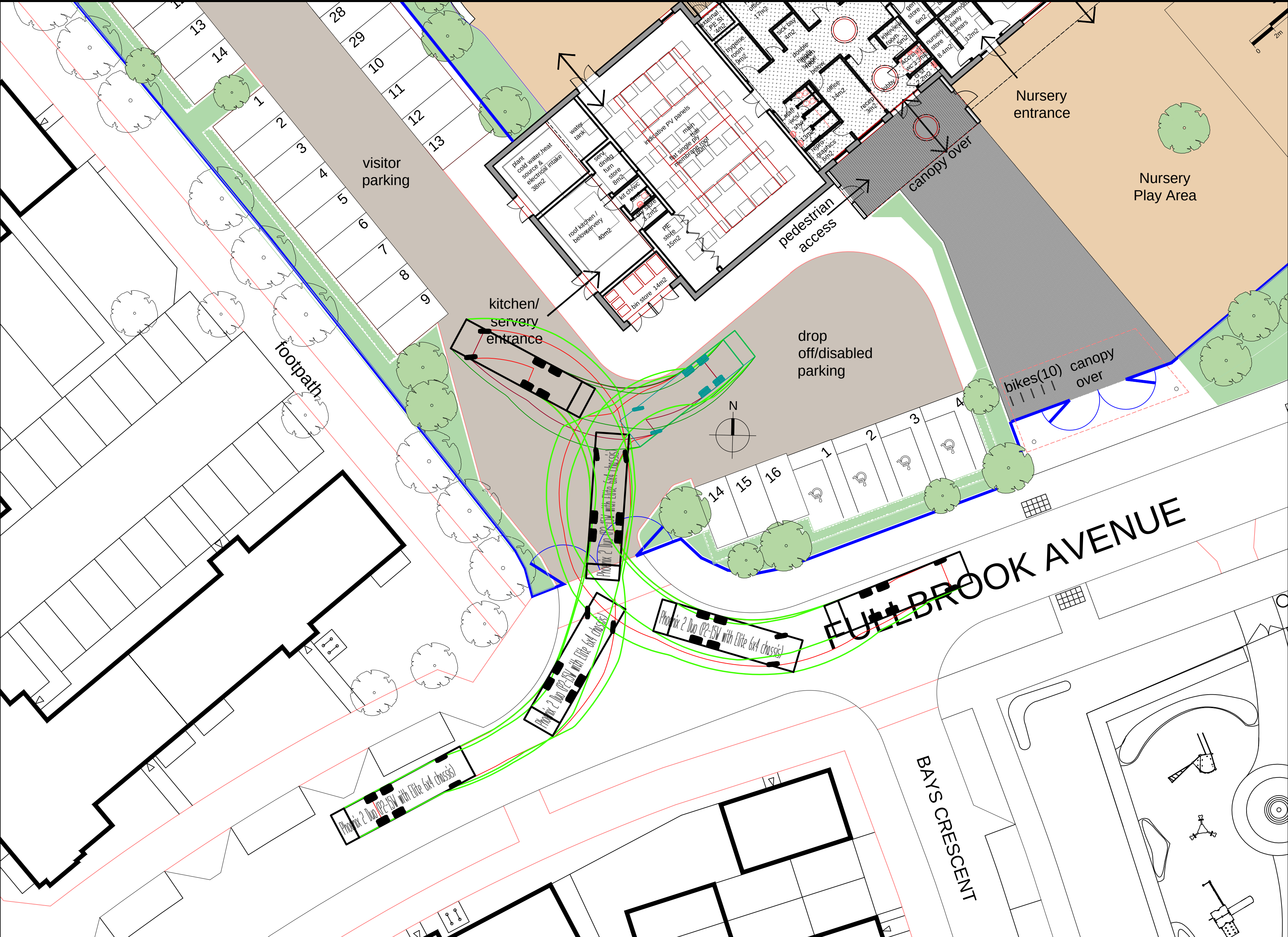
JOB NUMBER:

FIGURE:

2.4



Issue	Description	Date
Status PRELIMINARY NOT TO BE USED FOR CONSTRUCTION		
Scales	1:250	Current Issue Signatures
		Author LJS
Original Size	A0	Checker A.RODERICK
Height Datum	O.S.	Approver A.RODERICK
Grid	O.S.	© Copyright reserved
Client		
WOKINGHAM BOROUGH COUNCIL		
Project		
SPENCERS WOOD PRIMARY SCHOOL		
Title		
ACCESS PROPOSALS		
Drawing No.	Project No.	Rev
Fig 4.1	21495	01



REFUSE COLLECTION VEHICLE ENTERING & LEAVING SITE IN FORWARD GEAR



LARGE CAR ACCESSING/LEAVING STAFF PARKING SPACES NO.1 & NO.14



LARGE CAR ACCESSING/LEAVING VISITOR PARKING SPACES NO.9 & NO.14



LARGE CAR ACCESSING/LEAVING VISITOR PARKING SPACE NO.13

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.500m
Overall Body Height 3.100m
Min Body Ground Clearance 0.310m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Large Car
Overall Length 4.988m
Overall Width 1.725m
Overall Body Height 1.500m
Min Body Ground Clearance 0.310m
Track Width 1.700m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.200m

Issue	Description	Date
Status	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION	
Scales	1:200	Current Issue Signatures
Original Size	A0	Author LJS
Height Datum	0.5.	Checker A.RODERICK
Grid	0.5.	Approver A.RODERICK
© Copyright reserved		
Client	WOKINGHAM BOROUGH COUNCIL	
Project	SPENCERS WOOD PRIMARY SCHOOL	
Title	VEHICLE SWEEP PATHS	
Drawing No.	Project No.	Rev
Fig 4.2	21495	01

TURNER JOMAS & ASSOCIATES
Environmental & Civil Engineers & Transport Planners

21495-FIG 4.2 2024.09.22.DWG
Plot Date: 22/Sep/2024 2:18:33 PM File Location: E:\MIKES WORK\CONSULTANTS\PTPLANNERS 24\21495 - SPENCERS WOOD PRIMARY SCHOOL\DWGS\21495-FIG 4.2 2024.09.22.DWG
22/Sep/2024 2:18:33 PM File Location: E:\MIKES WORK\CONSULTANTS\PTPLANNERS 24\21495 - SPENCERS WOOD PRIMARY SCHOOL\DWGS\21495-FIG 4.2 2024.09.22.DWG V1

APPENDIX A

Date: 29 July 2024
Application: 241861



**WOKINGHAM
BOROUGH COUNCIL**

SDL Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear SDL Highways,

Approval of Reserved Matters Consultation

Application Number: 241861

Applicant: Wokingham Borough Council

Site Address: Land At Church Lane And Hyde End Road, Spencers Wood and Three Mile Cross, Reading, RG7 1HB

Parish: Shinfield

Grid Reference: Easting - 472491, Northing - 167200

Type of Development: Major All other developments

Proposal: Application for the approval of reserved matters pursuant to outline planning consent O/2013/0346 (130162) for the erection of the primary school building sub-phase of the development. Details of Layout, Appearance, Landscaping and Scale to be determined.

Case Officer: Christopher Howard

Development Management has received the above application and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 241861. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be found on the Z Drive at: [Z:\Standard Planning Conditions](#).

Your observations are required in respect of this application within **10 working days** of the above date or **15 working days** if the development type is classed as a major development.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Gordon Adam Development Control		
Service	SDL Highways	App No:	241861
Address:	Land At Church Lane And Hyde End Road, Spencers Wood and Three Mile Cross, Reading, RG7 1HB.		
Proposal:	Application for the approval of reserved matters pursuant to outline planning consent O/2013/0346 (130162) for the erection of the primary school building sub-phase of the development. Details of Layout, Appearance, Landscaping and Scale to be determined.		
Type of Development:	Major All other developments		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
☐ No objection
☐ No objection subject to conditions (and reasons) **stated below**
☒ Request further information before determination as **stated below**
☐ Objection due to the reason(s) **stated below**

Comments On Proposal

General

1. Highways understands that this is a reserve matters application for a one form entry (210 pupils) primary capacity via a satellite school provision.
2. The school will be located on a site on Fullbrook Avenue.
3. The application is supported by a school travel plan. However, highways would have expected a transport statement to have been submitted in support of this application. This document is required.

Parking

4. It is proposed that there would be a total of 49 parking spaces on site (29 staff spaces, 16 visitor/drop off spaces and 4 disabled spaces.
5. Highways cannot provide comments on the number of spaces until a transport statement containing evidence supporting this level of spaces has been submitted.
6. The parking spaces would need to be 5m x 2.5m in dimensions. This will need to be confirmed as they appear to be 4.8m x 2.4m.
7. There is ample space behind the spaces for safe manoeuvring.

Cycle Parking

8. It is proposed that there would be 70 cycle spaces for pupils and 10 other spaces. Whilst the 10 spaces have a canopy, all other spaces would need to be sheltered.
9. 42 of the spaces are accessed from a gate from the footpath to the west of the site that connects Fullbrook Avenue with Ryeish Lane. Highways would have expected to see an additional gate into the play area so that this area of cycle parking can be accessed from Fullbrook Avenue. There appears to be a gated access from the car park. However, this access would be blocked by a parked car.
10. The remaining 28 spaces are accessed from Hyde End Lane which is unlit. Clarification is required on
11. Details of the cycle parking require to be submitted to meet Condition 30 of the Outline approval.

Electric Vehicle Charging

12. Highways would have expected the transport statement to include details of electric vehicle charging.

Access

13. It is proposed that the vehicular access to the school will be from the access that is already provided off Fullbrook Avenue. This access was agreed as part of the construction of Fullbrook Avenue.
14. Tactile paving and dropped kerbs are missing from this access and need to be provided.

Pedestrians and Cyclists

15. A 3m pavement has already been provided in both sides of Fullbrook Avenue.
16. 3 dropped kerbs and tactile paving have already been provided. There is a missing tactile paving and dropped kerb on the north side which will need to be provided.
17. There is currently a road sign in close proximity to the proposed pedestrian access which will require removing. Please see below



18. Highways would recommend the installation of railings at the kerb side outside the pedestrian access to the school.

Swept Path Assessments

19. Swept path assessment of a refuse lorry has been submitted for entry and exit into the site. Highways would need to see an assessment of this vehicle safely manoeuvring in the site to ensure the vehicle can enter and leave in forward gear.
20. Highways would also need to see swept paths of a large car entering and leaving each of the end parking spaces.

Delivery and servicing

21. Highways would expect the transport statement to include the level of deliveries to the school.

School Travel Plan

22. A school Travel Plan has been submitted which is welcome.
23. Under condition 41 of the Outline Approval a final School Travel Plan would need to be submitted within 6 months of occupation.
24. The travel plan has been reviewed by our school travel plan officer who states that the principles contained in the document are good. However, highways would like to see what arrangements will be made for the school to continue with the travel plan once the initial five-year term is up.
25. If this can be done, then the travel plan would be acceptable.

Construction Method Statement

26. For a development of this size highways would have expected a framework construction method statement to have been submitted.
27. However, conditions 24 and 25 of the outline planning approval secures this document.

Conditions & Reasons (if required)			
Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons.			
Date:	21 st 2024	August	Signed: Gordon Adam

APPENDIX B



DRAWING NOTES

1. filename: RSS site plan.dwg

2. Do not scale from this drawing in either paper or digital form. Use figured dimensions only. Detailed site survey to be carried out to establish tolerances. Figured dimensions are in mm. All dimensions shall be verified on site before proceeding with the work. The architect shall be notified of any discrepancies.

3. This drawing has been produced for sole use on this project and is not intended for use by any other person or for any other purpose. © Copyright RSS (U.K.)

4. All printed copies should be made at 100% of the original page size. Use scale bars, where included, to check that the drawing has been printed to the intended scale as identified in the drawing title block.

5. This drawing is not intended for construction unless specifically described as such.

REVISIONS

REV	DATE	STATUS
-	-	-

Changes since last issue:

-

rivingtonstreetstudio

28 NAVIGATION ROAD LONDON E3 3TG

T : 020 7739 8945
E : rss@rssa.co.uk

www.rivingtonstreetstudio.co.uk

job title

SPENCERS WOOD
PRIMARY SCHOOL

drawing title

SITE CONTEXT PLAN

scale

1:1000@A3

drawn by

SM

job no.

RSS1075

suitability

S1

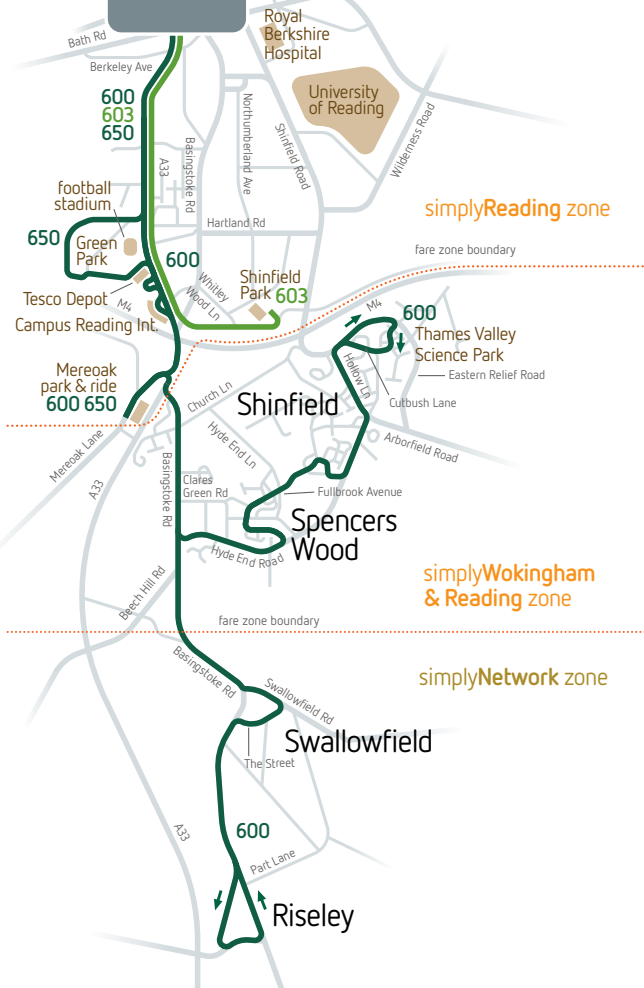
revision

D01

PROJECT	ORIGIN	VOLUME	LEVEL	TYPE	ROLE	NUMBER
SPW	_	RSS	_	00	_	ZZ _ DR _ A _0501

APPENDIX C

Central Reading



buses between
Campus Reading International &
Central Reading St Mary's Butts stop CS

600

travel time to
Campus Reading Int. 12-15 mins

Mon-Fri

5.35 am	1.15 pm
6.00 am	1.30 pm
6.30 am	1.45 pm
6.45 am	2.00 pm
7.00 am	2.20 pm
7.15 am	2.40 pm
7.30 am	2.55 pm
7.45 am	3.10 pm
8.00 am	3.30 pm
8.15 am	3.50 pm
8.30 am	

then
every
15
mins
until

these buses run as 603

1.00 pm

travel time to
central Reading 13-16 mins

Mon-Fri

9.43 am	2.49 pm	6.42 pm
9.58 am	3.11 pm	6.49 pm
10.13 am	3.27 pm	7.04 pm
	3.53 pm	7.39 pm
	4.11 pm	7.59 pm
	4.28 pm	8.29 pm
	4.52 pm	8.59 pm
	5.11 pm	9.29 pm
	5.31 pm	10.44 pm
	5.51 pm	11.24 pm
	6.11 pm	11.54 pm
	6.15 pm	

then
every
15
mins
until

these buses run as 603

all journeys continue to Station Road
stop SD for Reading Station 

buses between
Tesco depot &
Central Reading St Mary's Butts stop CS

600

travel time to
Tesco 20 mins

Mon-Sat

5.18 am
1.15 pm
9.30 pm

travel time to
central Reading 15 mins

Mon-Sat

6.07 am all journeys continue to
2.15 pm Station Road stop SD
10.14 pm for Reading Station 

○ this bus leaves at 2.13pm on Saturdays

MereOak park & ride towards Central Reading Station Road stop SD



travel time to
Central Reading 16-20 mins

Mon-Fri

5.55 am	3.47 pm
6.40 am	3.50 pm
7.12 am	4.22 pm
7.25 am	4.46 pm
7.40 am	4.50 pm
7.55 am	5.25 pm
8.10 am	5.45 pm
8.25 am	5.50 pm
8.40 am	6.10 pm
8.55 am	6.38 pm
9.10 am	6.45 pm
9.24 am	7.00 pm
9.39 am	7.35 pm
9.54 am	7.55 pm
10.09 am	8.25 pm
then every 15 mins until	8.55 pm
	9.25 pm
	10.00 pm
	10.40 pm
	11.20 pm
	11.50 pm
	1.09 pm
	1.24 pm
	1.39 pm
	1.54 pm
	2.08 pm
	2.28 pm
	2.45 pm
2.50 pm	
3.23 pm	

these buses run as
603 via Shinfield Park

Sat

5.55 am	5.23 pm
6.42 am	5.38 pm
7.42 am	5.53 pm
8.12 am	6.08 pm
8.42 am	6.28 pm
9.09 am	6.43 pm
9.24 am	6.56 pm
9.39 am	7.25 pm
9.54 am	7.55 pm
10.09 am	8.25 pm
then every 15 mins until	8.55 pm
	9.25 pm
	10.00 pm
	10.40 pm
	11.20 pm
	11.40 pm
	1.54 pm
	2.06 pm
	2.23 pm
	2.38 pm
	2.53 pm
	3.08 pm
	3.23 pm
	3.38 pm
	3.53 pm
	4.08 pm
	4.23 pm
	4.38 pm
	4.53 pm
	5.08 pm

returning from Central Reading St Mary's Butts stop CS



travel time to
MereOak park&ride 22-25 mins

buses also leave from Station Road stop SD a few minutes later

Mon-Fri

5.18 am	4.35 pm
5.35 am	4.55 pm
6.00 am	5.15 pm
6.30 am	5.35 pm
6.45 am	5.55 pm
7.00 am	6.15 pm
7.15 am	6.35 pm
7.30 am	7.00 pm
7.45 am	7.30 pm
8.00 am	8.00 pm
8.15 am	8.30 pm
8.30 am	9.00 pm
then every 15 mins until	9.30 pm
	10.00 pm
	10.30 pm
	11.10 pm
	1.00 pm
	1.15 pm
	1.30 pm
	1.45 pm
	2.00 pm
	2.20 pm
	2.40 pm
	2.55 pm
	3.10 pm
	3.30 pm
	3.50 pm
	4.15 pm

these buses run as
603 via Shinfield Park

Sat

5.18 am	10.30 pm
6.05 am	11.00 pm
6.35 am	
7.05 am	
7.35 am	
8.05 am	
8.30 am	
8.45 am	
9.00 am	
then every 15 mins until	
	4.30 pm
	4.45 pm
	5.00 pm
	5.15 pm
	5.30 pm
	5.50 pm
	6.10 pm
	6.30 pm
	7.00 pm
	7.30 pm
	8.00 pm
	8.30 pm
	9.00 pm
	9.30 pm
	10.00 pm

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am			pm	pm	pm
Thames Valley Science Park		6.50		7.48		8.48		9.49		49		12.49	1.49
Spencers Wood Fullbrook Avenue		6.58		7.56		8.56		9.57		57		12.57	1.57
Riseley The Bull	6.19		7.17		8.16		9.17		then at these mins past each hour	18		1.18	
Swallowfield The Crown	6.25		7.23		8.23		9.24		24		1.24		
Spencers Wood Post Office	6.28		7.26		8.26		9.27		27		1.27		
Three Mile Cross Post Office	6.32	7.04	7.30	8.00	8.30	9.00	9.30	10.00	30	00	1.00	1.30	2.00
Central Reading St Mary's Butts stop CS	6.55	7.27	7.57	8.27	8.57	9.27	9.56	10.26	56	26	1.26	1.56	2.30

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Thames Valley Science Park		3.01		4.01		5.06		5.51		6.41		7.41		8.41
Spencers Wood Fullbrook Avenue		3.10		4.10		5.14		5.59		6.48		7.47		8.47
Riseley The Bull	2.25		3.25		4.25		5.25		6.20		7.18		8.08	
Swallowfield The Crown	2.31		3.31		4.31		5.31		6.26		7.24		8.14	
Spencers Wood Post Office	2.34		3.34		4.34		5.34		6.29		7.27		8.17	
Three Mile Cross Post Office	2.37	3.13	3.37	4.13	4.37	5.17	5.37	6.02	6.32	6.51	7.30	7.50	8.20	8.50
Central Reading St Mary's Butts stop CS	3.04	3.42	4.12	4.47	5.11	5.50	6.10	6.33	6.58	7.19	7.54	8.14	8.44	9.10

	pm	pm	pm	pm
Spencers Wood Fullbrook Avenue		10.32		11.42
Riseley The Bull	9.08		11.03	
Swallowfield The Crown	9.14		11.09	
Spencers Wood Post Office	9.17		11.12	
Three Mile Cross Post Office	9.20	10.35	11.15	11.45
Central Reading St Mary's Butts stop CS	9.40	10.54	11.34	12.04

all buses run via Mereok park&ride

see pages 6-7 for departure times

Saturdays

	am	am	am	am	am	am				pm	pm	pm	pm	pm	
Thames Valley Science Park		7.49		8.49		9.49	then at these mins past each hour	49	until		5.49		6.41		
Spencers Wood Fullbrook Avenue		7.57		8.57		9.57		57			5.56		6.48		
Riseley The Bull	7.21		8.20		9.20			20			5.20		6.10		7.10
Swallowfield The Crown	7.25	↓	8.24	↓	9.24			24		↓	5.24	↓	6.14	↓	7.14
Spencers Wood Post Office	7.28	↓	8.27	↓	9.27			27		↓	5.27	↓	6.17	↓	7.17
Three Mile Cross Post Office	7.32	8.00	8.31	9.00	9.30	10.00		30		00	5.30	5.59	6.20	6.51	7.20
Central Reading St Mary's Butts stop CS	7.53	8.23	8.53	9.23	9.53	10.23	53	23	5.51	6.21	6.41	7.09	7.38		

	pm	pm	pm	pm	pm	pm	pm
Thames Valley Science Park	7.41		8.41				
Spencers Wood Fullbrook Avenue	7.47		8.47		10.32		11.32
Riseley The Bull	↓	8.10	↓	9.10	↓	11.05	↓
Swallowfield The Crown	↓	8.14	↓	9.14	↓	11.09	↓
Spencers Wood Post Office	↓	8.17	↓	9.17	↓	11.12	↓
Three Mile Cross Post Office	7.50	8.20	8.50	9.20	10.35	11.15	11.35
Central Reading St Mary's Butts stop CS	8.08	8.38	9.08	9.41	10.52	11.32	11.52

all buses run via MereOak park&ride
see pages 6-7 for departure times

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am					pm	pm	pm	pm		
 Central Reading St Mary's Butts stop CS	5.35	6.00	6.30	7.00	7.30		8.00	8.30	then at these mins past each hour	00	30	until	1.00	1.30	2.00	2.40	
 Central Reading Station Road stop SD	5.40	6.05	6.35	7.05	7.35		8.05	8.35		05	35		1.05	1.35	2.05	2.45	
Three Mile Cross Post Office	6.04	6.31	7.01	7.32	8.02		8.32	9.02		32	02		1.32	2.02	2.33	3.13	
Spencers Wood Post Office	6.07		7.04		8.05			9.05			05				2.05		3.16
Swallowfield The Crown	6.10		7.08		8.09			9.09			09				2.09		3.20
Riseley The Bull	6.13	↓	7.12	↓	8.12		↓	9.12			12			↓	2.12	↓	3.23
Spencers Wood Fullbrook Avenue		6.36		7.37			8.37			37					1.37		2.39
Thames Valley Science Park		6.43		7.44			8.44		44				1.44		2.47		
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
 Central Reading St Mary's Butts stop CS	2.55	3.30	3.50	4.35	4.55		5.35	5.55	6.35	7.00	7.30	8.00	8.30	10.00	10.30	11.10	
 Central Reading Station Road stop SD	3.00	3.35	3.55	4.41	5.01		5.41	6.01	6.41	7.05	7.35	8.05	8.35	10.05	10.35	11.15	
Three Mile Cross Post Office	3.28	4.04	4.24	5.09	5.29		6.08	6.28	7.03	7.25	7.55	8.25	8.55	10.24	10.54	11.34	
Spencers Wood Post Office		4.07		5.12			6.11		7.06		7.58		8.58		10.57		
Swallowfield The Crown		4.12		5.17			6.14		7.09		8.01		9.01		11.00		
Riseley The Bull		4.15	↓	5.20	↓		6.17	↓	7.12	↓	8.04	↓	9.04	↓	11.02	↓	
Spencers Wood Fullbrook Avenue	3.34		4.30		5.34			6.32		7.29		8.29		10.28		11.38	
Thames Valley Science Park	3.42		4.38		5.41			6.38		7.35		8.35					

all buses run via Mereok park&ride

see pages 6-7 for departure times

Saturdays

		am	am	am	am	am	am	am			pm	pm	pm		
	Central Reading St Mary's Butts stop CS	6.35	7.05	7.35	8.05	8.30		9.00	9.30	then at these mins past each hour	00 30	until	1.00	1.30	2.00
	Central Reading Station Road stop SD	6.40	7.10	7.40	8.10	8.35		9.05	9.35		05 35		1.05	1.35	2.05
	Three Mile Cross Post Office	6.58	7.28	7.58	8.28	8.53		9.26	9.56		26 56		1.26	1.56	2.26
	Spencers Wood Post Office	7.01		8.01		8.56			9.59		59			1.59	
	Swallowfield The Crown	7.04		8.04		8.59			10.03		03			2.03	
	Riseley The Bull	7.07		8.07		9.02			10.07		07			2.07	
	Spencers Wood Fullbrook Avenue		7.32		8.32		9.31				31			1.31	
	Thames Valley Science Park		7.38		8.38		9.38			38		1.38		2.38	

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading St Mary's Butts stop CS	2.30	3.00	3.30	4.00	4.30	5.00	5.30	5.50	6.30	7.00	7.30	8.00
Central Reading Station Road stop SD	2.35	3.05	3.35	4.05	4.35	5.05	5.35	5.55	6.35	7.05	7.35	8.05
Three Mile Cross Post Office	2.56	3.26	3.56	4.26	4.56	5.26	5.56	6.16	6.55	7.25	7.55	8.24
Spencers Wood Post Office	2.59		3.59		4.59		5.59		6.58		7.58	
Swallowfield The Crown	3.03		4.03		5.03		6.03		7.01		8.01	
Riseley The Bull	3.07	↓	4.07	↓	5.07		6.07	↓	7.04	↓	8.03	↓
Spencers Wood Fullbrook Avenue		3.31		4.31		5.31		6.21		7.29		8.28
Thames Valley Science Park		3.38		4.38		5.38		6.28		7.35		8.34

all buses run via Mereok park&ride

see pages 6-7 for departure times

	pm	pm	pm	pm
 Central Reading St Mary's Butts stop CS	8.30	10.00	10.30	11.00
Central Reading Station Road stop SD	8.35	10.05	10.35	11.05
Three Mile Cross Post Office	8.54	10.24	10.54	11.24
Spencers Wood Post Office	8.57		10.57	
Swallowfield The Crown	9.00		11.00	
Riseley The Bull	9.02	↓	11.02	↓
Spencers Wood Fullbrook Avenue		10.28		11.28

Central Reading | Shinfield Park

via Campus Reading International

MereOak park&ride

603

603

Central Reading to Shinfield Park
via A33 & Campus Reading International

zoom into Wood Plc

Mondays to Fridays except public holidays

	am	am	am	am
Central Reading St Mary's Butts stop CS	6.45	7.15	7.45	8.15
Central Reading Station Road stop SD	6.50	7.20	7.50	8.20
Campus Reading International	7.05	7.35	8.05	8.35
Shinfield Park Wood Plc	7.10	7.40	8.10	8.40

603

Shinfield Park to Central Reading
via Campus Reading International & A33

zoom back to Central Reading

Mondays to Fridays except public holidays

	pm	pm	pm	pm
Shinfield Park Wood Plc	3.05	4.05	5.05	6.05
Campus Reading International	3.11	4.11	5.11	6.11
Central Reading St Mary's Butts stop CS	3.26	4.30	5.30	6.29
 Central Reading Station Road stop SD	3.33	4.38	5.38	6.38

MereOak park&ride | Green Park | Central Reading

via Lime Square & Longwater Avenue

MereOak park&ride

650

Sundays only

	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
MereOak park&ride	8.00	9.00	10.00	11.00	12.00	1.02	2.02	3.02	4.02	5.02	6.02	7.02	8.00
Green Park Lime Square	8.07	9.07	10.07	11.08	12.08	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.07
Green Park 300 Longwater Avenue	8.10	9.10	10.10	11.11	12.11	1.13	2.13	3.13	4.13	5.13	6.13	7.13	8.10
Central Reading St Mary's Butts stop CS	8.22	9.22	10.22	11.23	12.25	1.27	2.27	3.27	4.26	5.26	6.26	7.25	8.21

Central Reading | Green Park | MereOak park&ride

via Longwater Avenue & Lime Square

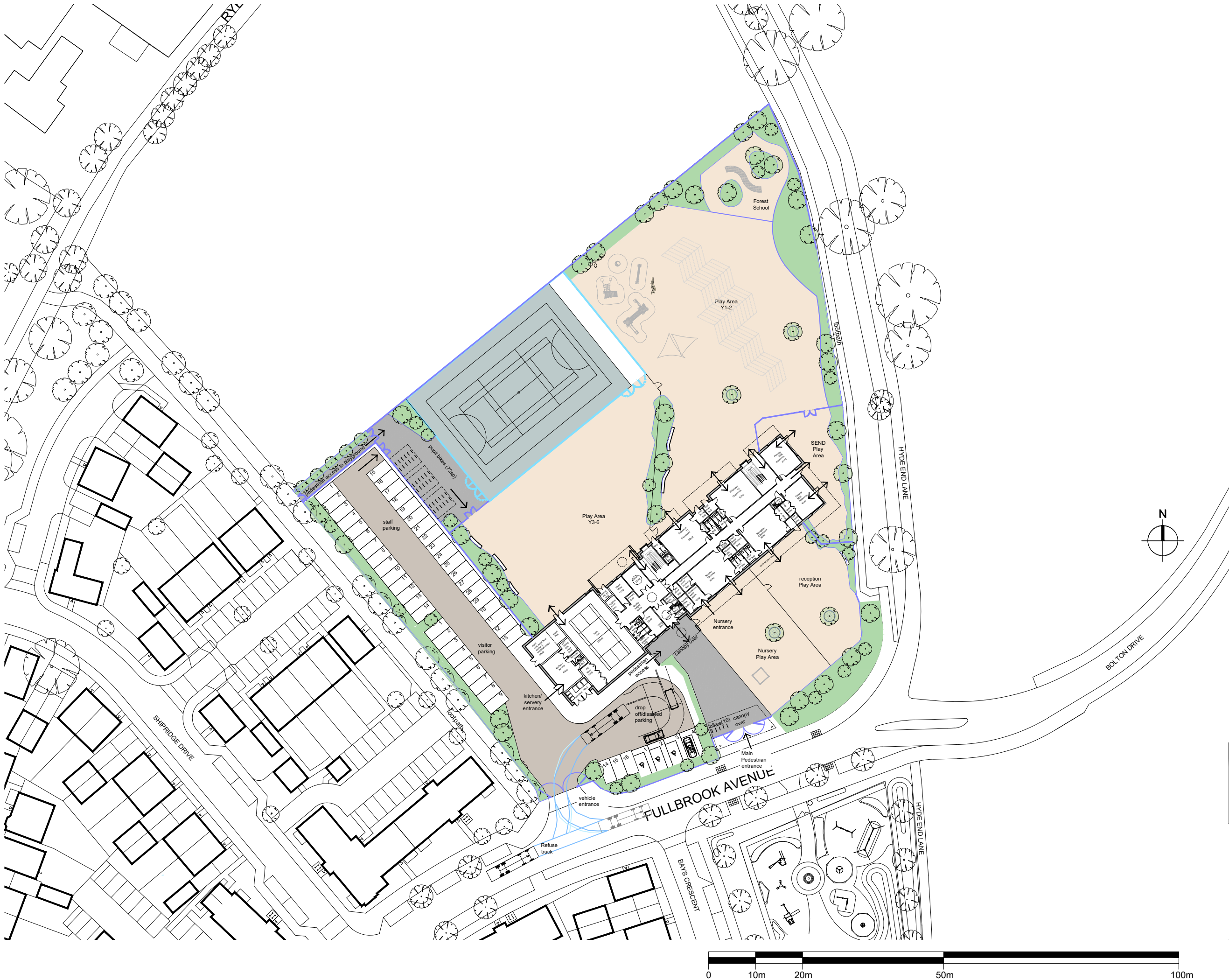
MereOak park&ride

650

Sundays only

	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading St Mary's Butts stop CS	7.26	8.25	9.25	10.25	11.26	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30
Central Reading Station Road stop SD	7.30	8.30	9.30	10.30	11.30	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35
Green Park 300 Longwater Avenue	7.39	8.39	9.39	10.40	11.40	12.45	1.45	2.45	3.45	4.45	5.45	6.44	7.44
Green Park Lime Square	7.43	8.43	9.43	10.44	11.44	12.49	1.49	2.49	3.49	4.49	5.49	6.48	7.48
MereOak park&ride	7.53	8.53	9.53	10.54	11.54	12.59	1.59	2.59	3.59	4.59	5.59	6.58	7.58

APPENDIX D



DRAWING NOTES

1. filename: PROP site plan.dwg

2. Do not scale from this drawing in either paper or digital form. Use figured dimensions only. Detailed site survey to be carried out to establish tolerances. Figured dimensions are in mm. All dimensions shall be verified on site before proceeding with the work. The architect shall be notified of any discrepancies.

3. This drawing has been produced for sole use on this project and is not intended for use by any other person or for any other purpose. © Copyright RSS (U.K.)

4. All printed copies should be made at 100% of the original page size. Use scale bars, where included, to check that the drawing has been printed to the intended scale as identified in the drawing title block.

5. This drawing is not intended for construction unless specifically described as such.

REVISIONS

REV	DATE	STATUS
D08	25.10.24	S3

Changes since last issue:

- Minor amendments to landscape design

rivingtonstreetstudio

28 NAVIGATION ROAD LONDON E3 3TG

T : 020 7739 8945
E : rss@rssa.co.uk

www.rivingtonstreetstudio.co.uk

job title

SPENCERS WOOD
PRIMARY SCHOOL

drawing title

PROPOSED SITE PLAN
GROUND FLOOR

scale

1:750@A3

drawn by	job no.	suitability	revision
NC	RSS1075	S3	D08

PROJECT	ORIGIN	VOLUME	LEVEL	TYPE	ROLE	NUMBER
SWP	RSS	_00	GF	_DR	_A	_1201