

## Technical Note – Response to RBC

Site: Reading Cold Store, Deacon Way, Reading, RG30 6AZ  
Prepared by: Andrew Nock  
Approved by: Calum McGoff  
Date: 12/12/2022

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### 1.0 Introduction

- 1.1 This Technical Note has been written on behalf of Craftsman Brothers Ltd., in response to comments received from Reading Borough Councils Transport Development Control Team (RBC's TDCT) in relation to the development of Reading Cold Store, Deacon Way, RG30 6AZ (the Application Site). This Technical Note will address each comment in turn.

### 2.0 Visibility

- 2.1 RBC's TDCT state:

*"The visibility of the existing access has been assessed by the applicant has illustrated these within drawing 2211031 - 02 as being 2.4m by 9 metres to the east and 2.4m by 43m to the west can be achieved. However, the visibility splay to the west would be completely obscured by the fencing along the boundary as can be seen in the image below along with a small section to the east. Given this a revised visibility splay would be required illustrating exactly what can be achieved."*

- 2.2 It is accepted that the existing fence fronting the Application Site will obscure visibility to the east. As such a revised visibility drawing has been plotted and can be seen at **Appendix A**. This shows visibility of 2.4m by 9m to the east is achievable and 2.4m by 6.2m to the west is achievable. It can therefore be seen that the existing access has poor visibility and the proposed centralised access will constitute a visibility improvement providing 2.4m by 37.5m to the east and 2.4m by 33.4m to the west. This visibility splay can be seen at **Appendix B**.

- 2.3 RBC's TDCT state:

*"As identified above the proposed now includes the provision of a new single access point, located centrally. The proposed new access will be 12m wide, with a sliding gate to restrict access and from which visibility of 2.4m by 37.5m to the east and 2.4m by 33.4m to the west can be achieved. This visibility splay is illustrated on drawing 2211031 - 01 but it is acknowledged that this visibility splay would be obscured by the fences on either side of the access. The applicant has indicated that suitable boundary treatment will be installed to allow visibility to be maintained however the boundary treatment would need to be confirmed prior to the scheme being agreed to ensure the required visibility can be secured."*

- 2.4 A security mesh style boundary treatment will be installed. A product with a large mesh size and narrow posts will be selected to maximise visibility through the boundary. A suitable product is detailed at **Appendix C**. It is suggested that this can be secured by way of a suitably worded condition which would allow flexibility in selecting a supplier and contractor.

### 3.0 Swept Path Analyses

- 3.1 RBC's TDCT state:

*"The Highway Authority accepts that vehicles will reverse off Deacon Way into the loading / unloading bays and then egress the Application Site in a forward gear with a swept path analysis of this manoeuvre being provided at drawing 2211031 - TK02 Rev B. On reviewing the drawing it is noted that the vehicles approach and exit the site from / to the west however, the Highway Network to the west is a dead end with a roundabout with access and egress to Deacon Way only being possible via Scours Lane to the east. As such a revised swept path analysis is required to establish whether access is achievable. "*

- 3.2 A revised swept path analysis has been performed of a 10m rigid vehicle accessing from the east, this can be seen at **Appendix D**. This swept path analysis demonstrates that a 10m rigid can reverse off Deacon way into the loading / unloading bay and egress in a forwards gear from the proposed 12m access.

3.3 RBC's TDCT state:

*"The car parking layout has been provided with swept path analysis given the relocated access to which the applicant has stated 'demonstrates that all car parking spaces within the development can be accessed'. However, there are numerous issues with the tracking to which I comment as follows:*

- ▶ *As per the 10m rigid swept path analysis it has been demonstrated that vehicles will enter and exit to the west, however as mentioned previously there is no through route to the west and all vehicles will arrive and depart from the east.*
- ▶ *Not all of the proposed car parking spaces have been tracked to ensure that they can enter and exit in forward gear.*
- ▶ *The swept path analysis to the west of the site indicates vehicles crossing over into adjacent bays and reversing into other bays in order to turn. These manoeuvres would not be possible should a car be parked in either of these spaces and therefore cannot be accepted.*
- ▶ *A swept path analysis has been provided illustrating a vehicle undertaking an on site turning manoeuvre but it does not access or egress from any of the proposed parking bays and therefore it is not certain as to what is being illustrated. If this is to illustrate access to the parking bays at 90° to the adjacent loading bay then this is not acceptable as at no point does a car sit fully within the parking space it would also not be accepted if it were to simply illustrate on site parking as it conflicts with the parking bay."*

- 3.4 A revised swept path analysis has been performed of a car accessing from the east, this can be seen at **Appendix E**. This swept path analysis demonstrates that a car can access all parking spaces within the Application Site. The parking space to the east (at 90 degrees compared to the adjacent three spaces) can be accessed by reversing back when a vehicle is loading / unloading. The loading bays will be accessed sporadically throughout the day and will not always be occupied. A swept path analysis of a car turning within the Application Site without any rigid vehicles parked in the loading bay can be seen at **Appendix F**. At no point will cars reverse into the Application Site as there is sufficient manoeuvring space even with the loading bays occupied to perform any parking manoeuvre.

## 4.0 TRO

4.1 RBC's TDCT state:

*"However, parking is also permitted directly outside of the application site during the hours of 6am and 8pm and therefore the relocated access would result in a further reduction in on street parking. This must therefore be assessed in addition to that already undertaken."*

- 4.2 There is currently 33.54m of on-street parking opposite the Application Site on Deacon Way with no parking restrictions (adjacent to the location of the proposed new access). This is equivalent to the space needed for 6 cars to be parked. To the west of the area, there are parking restrictions and to the east, where the current access is located are TRO's to prohibit parking on the highway. At the proposed access parking is permitted during the hours of 6AM and 8PM. A plan detailing the current locations of TRO's in relation to the Application Site can be seen at **Appendix G**.
- 4.3 In order for 10m Rigid to access the Application Site from the proposed access, the section of road with no parking restrictions requires a TRO to prohibit vehicles from parking there. It is proposed that the current area of Deacon Way, adjacent to the Application Site with no parking restrictions (circa 33.54m long), have a TRO in place to limit vehicular parking. In addition, the section of Deacon Way adjacent to the current access to the east point should have its TRO modified to allow vehicular parking as it is not required to allow access to the Application Site anymore. The new section of Deacon Way with no parking restrictions will be 24m long,

enough space to allow 4 cars to park. The proposed access will require the modification of the existing TRO to prohibit parking in front of it, this will reduce the on street parking capacity by 2 car parking spaces, one at the proposed access and one on the southern side of Deacon Way.

- 4.4 When factoring in the above, the Application Site will be provided with 7 car parking spaces compared to the existing 0. Resulting in a net gain of 3 car parking spaces compared to the existing situation when accounting for the modification of the existing TRO's. A plan detailing the location of the proposed TRO and the section of Deacon Way to have its TRO lifted can be seen at **Appendix H**.

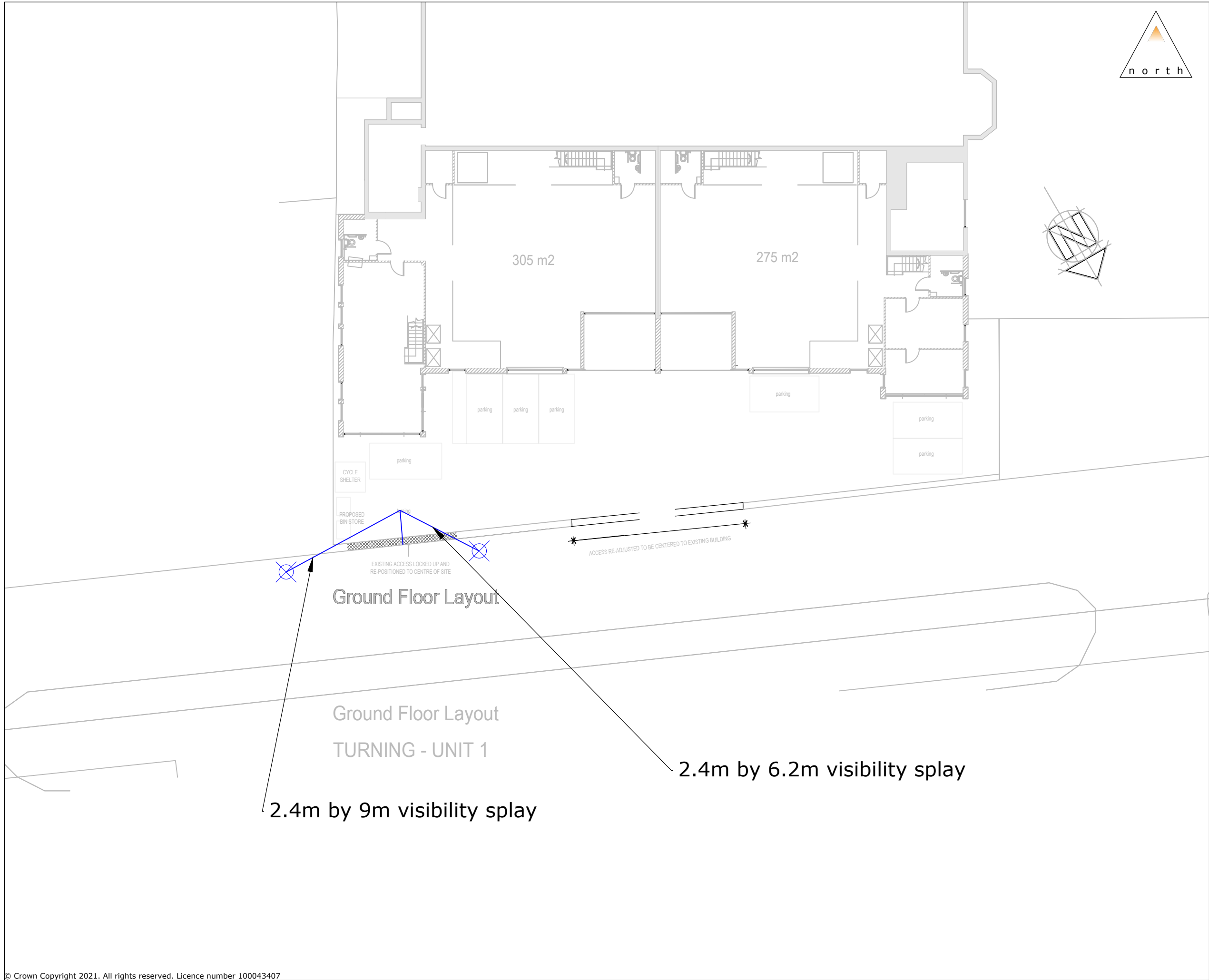
## **5.0 Summary and Conclusion**

- 5.1 This Technical Note has been written on behalf of Craftsman Brothers Ltd., in response to comments received from Reading Borough Councils Transport Development Control Team (RBC's TDCT) in relation to the development of Reading Cold Store, Deacon Way, RG30 6AZ (the Application Site). This Technical Note addresses all comments received from RBC's TDCT.

## **Appendix A**

Existing Visibility from current Access

C:\Users\andrewnack\Motion\StaffSite - Cbread 2211031\Drawings\2211031 - 02 Existing Vis V1.2.dwg



| Rev:                                                                                                              | Description: | Date: | Rev By: | Chk'd: |
|-------------------------------------------------------------------------------------------------------------------|--------------|-------|---------|--------|
|                                                                                                                   |              |       |         |        |
|                              |              |       |         |        |
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| Project:<br>Deacon Way, RG30 6AZ                                                                                  |              |       |         |        |
| Title:<br>Existing Visibility Splay                                                                               |              |       |         |        |
| Client:<br>Craftsman Brothers Ltd.                                                                                |              |       |         |        |
| Drawing Status:                                                                                                   |              |       |         |        |
| Scale: 1:250 (@ A3) Date:12/12/2022                                                                               |              |       |         |        |
| Drawn: AN Checked: CM Approved: CM                                                                                |              |       |         |        |
| Drawing: Revision:                                                                                                |              |       |         |        |
| 2211031 - 02                                                                                                      |              |       |         | A      |

## **Appendix B**

Visibility from Proposed Access



## Ground Floor Layout

### TURNING - UNIT 1

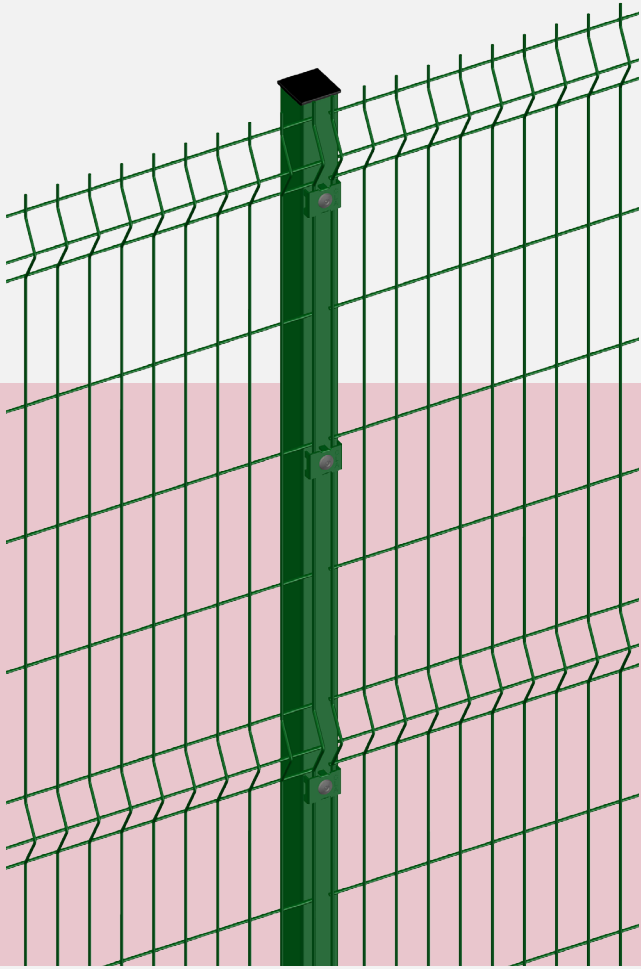
2.4m by 37.5m visibility splay

## Appendix C

Example of Boundary Treatment



## C-Pro 55 V Mesh



C-Pro55 mesh is our popular and economical easy install temporary or permanent single wire system. The panels are manufactured using a 5mm diameter wire with horizontal and vertical wires intersecting to form a 200x50mm aperture. C-Pro55 mesh has a distinctive horizontal "V" shape pressed into the panel which provides strength, rigidity and impact resistance. The panels have a barbed spike on the top edge to deter climbing and our universal posts allow the panels to be inverted. The panels are supplied as std width of 3m and heights of 1230mm, 1530mm, 1730mm, 1930mm and 2330mm. The panels are fixed to sturdy 60x60mm SHS posts with factory fitted inserts ready to accept clip brackets and anti-tamper fixings. C-Pro55 is offered in std RAL 6005 green or 9005 black with other colours supplied as a cost option.

### Suitable For:

- New Build Housing
- Commercial Development
- Schools
- Hospitals

### Key Features:

- Attractive Design
- Available from Stock
- Cost Effective
- Unobtrusive Design

### Product Finishes:

6005

9005



Other RAL  
colour finishes  
available



Quality Guarantee



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## C-Pro 55 V Mesh

| Height | Panel Size      | Post Size | Post Length | Post Centres | Number of fixings | Wire Size |
|--------|-----------------|-----------|-------------|--------------|-------------------|-----------|
| 1200   | 1230H x 3005mm  | 60x60 SHS | 1800mm      | 3020mm       | 3 Clips & bolts   | 5mm       |
| 1500   | 1530mm x 3005mm | 60x60 SHS | 2100mm      | 3020mm       | 4 Clips & bolts   | 5mm       |
| 1800   | 1730mm x 3005mm | 60x60 SHS | 2400mm      | 3020mm       | 4 Clips & bolts   | 5mm       |
| 2000   | 1930mm x 3005mm | 60x60 SHS | 2700mm      | 3020mm       | 4 Clips & bolts   | 5mm       |
| 2400   | 2330mm x 3005mm | 60x60 SHS | 3100mm      | 3020mm       | 5 Clips & bolts   | 5mm       |
| 3000   | 2960mm x 2500mm | 60x60 SHS | 3750mm      | 2520mm       | 6 Clips & bolts   | 5mm       |



**Produced from Galvanised Wire to BS EN 10244-2:2001 Class D**



**Post material manufactured to BS EN 10210-2: 1997 and galvanised to BS EN 10345:2009**



**Both panels & posts are powder coated to BS EN 13438: 2005 (minimum 100 microns)**

The C-Pro 55 mesh system is easy to install and it is supplied complete with metal clips and M8 Security fixings which require a security tool to install. The panels can be stepped on site to help the fenceline follow the ground.

### Post options available:

- In ground posts
- Baseplated posts
- Wall fixing plates
- Cranked or straight extensions



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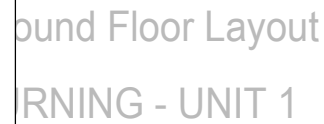
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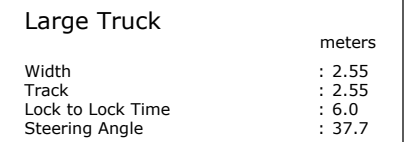


## **Appendix D**

Swept Path Analysis – 10m Rigid



UNIT 1



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|                |           |
|----------------|-----------|
| Drawing:       | Revision: |
| 2211031 - TK02 | C         |

## **Appendix E**

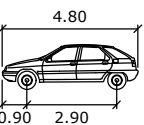
Swept Path Analysis – Car Parking

C:\Users\andrewnack\Motion\StaffSite - Cbread 2211031\Drawings\2211031 - TK01C Car Parking.dwg



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Rev: Description: Date: Rev By: Chk'd:



4.80  
0.90 2.90

SDV

|                   | parameters | values |
|-------------------|------------|--------|
| Width             | : 1.80     |        |
| Track             | : 1.80     |        |
| Lock to Lock Time | : 6.0      |        |
| Steering Angle    | : 37.8     |        |



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Project:  
Deacon Way, RG30 6AZ

Title:  
Swept Path Analysis Car

Client:  
Craftsman Brothers Ltd.

Drawing Status:

Scale: 1:250 (@ A3) Date:12/12/2022

Drawn: AN Checked: CM Approved: CM

Drawing:  
2211031 - TK01

Revision:  
C

C:\Users\andrewnack\Motion\StaffSite - Cbread 2211031\Drawings\2211031 - TK08 Car Parking.dwg



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|      |              |       |         |        |
|------|--------------|-------|---------|--------|
| Rev: | Description: | Date: | Rev By: | Chk'd: |
|------|--------------|-------|---------|--------|

SDV

|                   |        |
|-------------------|--------|
| Width             | : 1.80 |
| Track             | : 1.80 |
| Lock to Lock Time | : 6.0  |
| Steering Angle    | : 37.8 |

meters

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|                 |                         |           |            |           |    |
|-----------------|-------------------------|-----------|------------|-----------|----|
| Project:        | Deacon Way, RG30 6AZ    |           |            |           |    |
| Title:          | Swept Path Analysis Car |           |            |           |    |
| Client:         | Craftsman Brothers Ltd. |           |            |           |    |
| Drawing Status: |                         |           |            |           |    |
| Scale:          | 1:250 (@ A3)            | Date:     | 12/12/2022 |           |    |
| Drawn:          | AN                      | Checked:  | CM         | Approved: | CM |
| Drawing:        | 2211031 - TK08          | Revision: | -          |           |    |

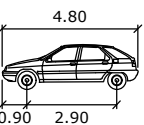
## **Appendix F**

### Alternative Car Parking Manoeuvre

C:\Users\andrewnack\Motion\StaffSite - Cbread 2211031\Drawings\2211031 - TK09 Car Parking.dwg



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| Rev:                                                                                                                                                                                                                                                 | Description: | Date: | Rev By: | Chk'd: |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------|---------|--------|
| <div><p>4.80<br/>0.90 2.90</p></div> <div><p>SDV</p><p>Width : 1.80<br/>Track : 1.80<br/>Lock to Lock Time : 6.0<br/>Steering Angle : 37.8</p><p>meters</p></div> |              |       |         |        |



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Project:  
Deacon Way, RG30 6AZ

Title:  
Swept Path Analysis  
Car

Client:  
Craftsman Brothers Ltd.

Drawing Status:

Scale: 1:250 (@ A3) Date:12/12/2022

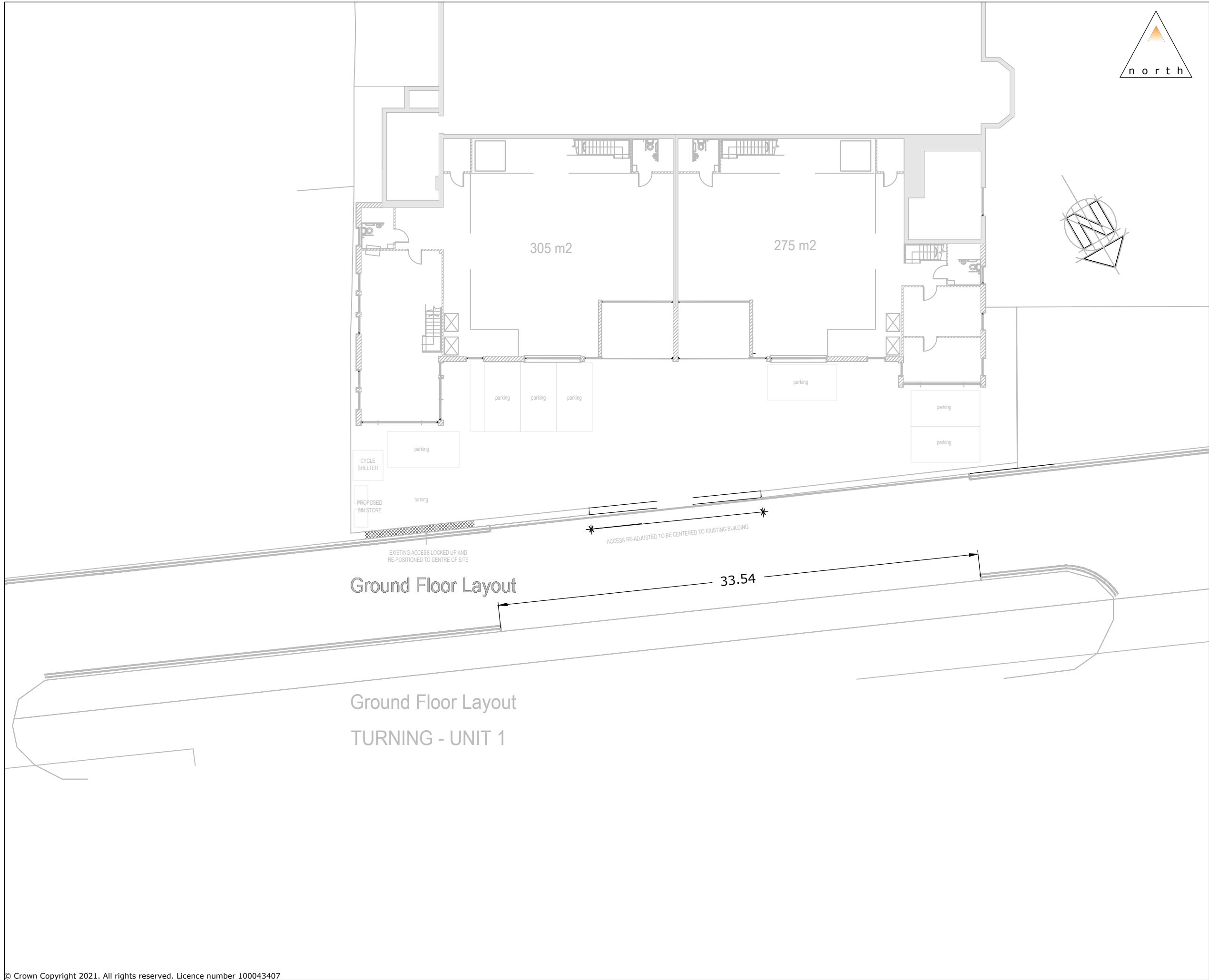
Drawn: AN Checked: CM Approved: CM

Drawing: 2211031 - TK09 Revision: -

## Appendix G

Existing TRO

C:\Users\andrewnack\Motion\StaffSite - Cbread 2211031\Drawings\2211031 - TK03 Existing Parking Restrictions V1.1.dwg

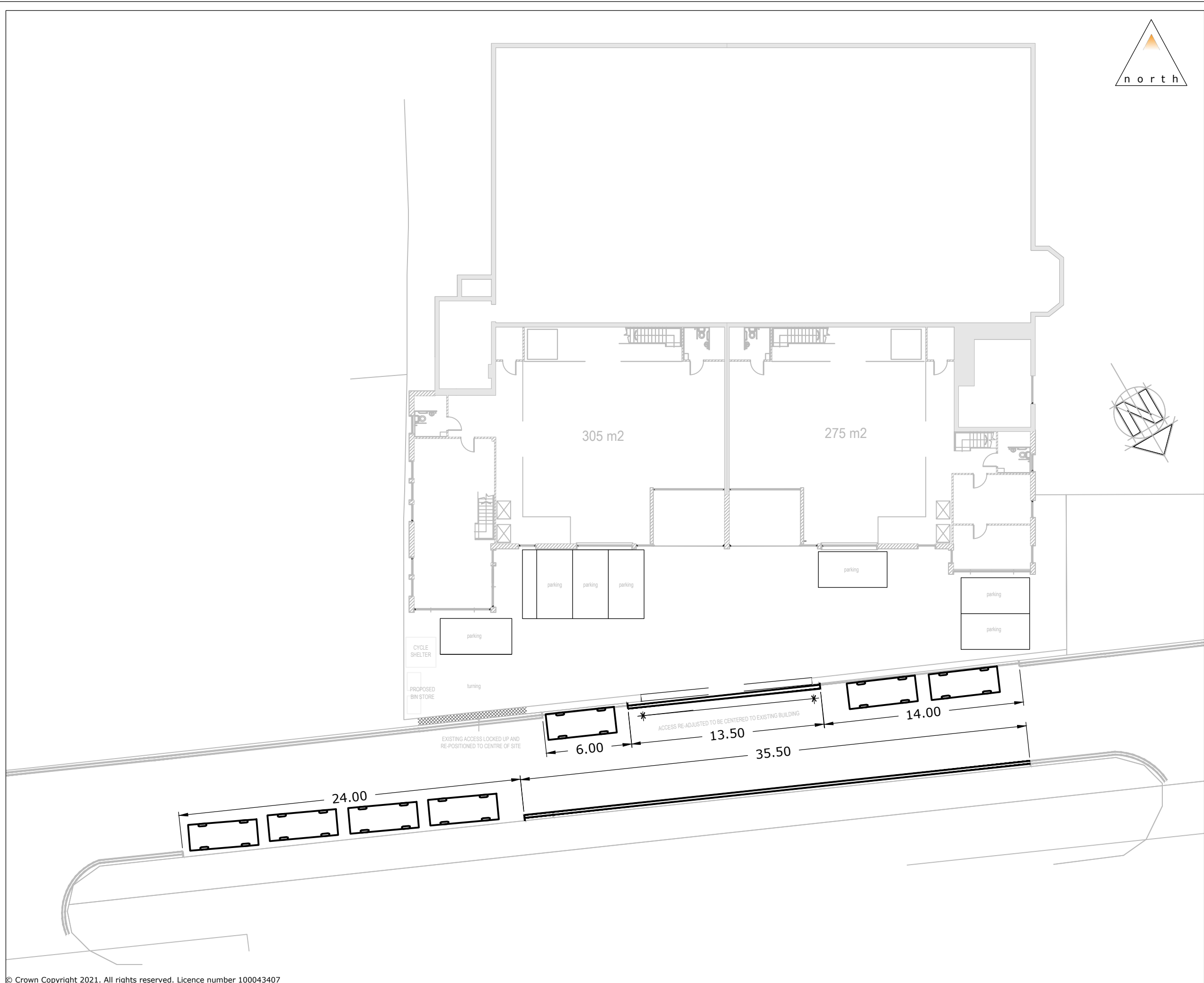


|                                                                                       |              |       |         |        |
|---------------------------------------------------------------------------------------|--------------|-------|---------|--------|
| Rev:                                                                                  | Description: | Date: | Rev By: | Chk'd: |
| Notes:                                                                                |              |       |         |        |
| Existing on street parking = 33.54m or 6 car parking spaces                           |              |       |         |        |
|  |              |       |         |        |
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| Project:                                                                              |              |       |         |        |
| Deacon Way, RG30 6AZ                                                                  |              |       |         |        |
| Title:                                                                                |              |       |         |        |
| Existing Parking Restrictions                                                         |              |       |         |        |
| Client:                                                                               |              |       |         |        |
| Craftsman Brothers Ltd.                                                               |              |       |         |        |
| Drawing Status:                                                                       |              |       |         |        |
| Scale: 1:250 (@ A3) Date:30/11/2022                                                   |              |       |         |        |
| Drawn: AN Checked: CM Approved: CM                                                    |              |       |         |        |
| Drawing: Revision:                                                                    |              |       |         |        |
| 2211031 - 03                                                                          |              |       |         |        |

## Appendix H

Proposed TRO

C:\Users\andrewnack\Motion\StaffSite - Cbread 2211031\Drawings\2211031 - 04 Proposed Parking Restrictions V1.2.dwg



## Notes:

Parking Restriction to be moved east to accommodate new access. Area of on street parking to be reduced from 33.54m to 24m.  
Parking Restriction to be placed on new proposed access. Reducing the on street parking from 33.50m to 20m.  
7 internal parking spaces are provided resulting in a net gain of 3 car parking spaces.



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Project:  
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Title:  
Proposed Parking Restrictions

Client:  
Craftsman Brothers Ltd.

Drawing Status:

Scale: 1:250 (@ A3) Date:12/12/2022

Drawn: AN Checked: CM Approved: CM

Drawing: 2211031 - 04 Revision: B