

138-144 Friar Street,
Reading

Technical Note to Transport Statement

Client:	Thackeray Group	Job No:	326670
Date:	21 October 2022	File Name:	221021 326670 TN v1.0
Prepared by:	CS	Approved by:	MF

1. Introduction

1.1 Overview

- 1.1.1 This Technical Note (TN) has been prepared to address comments received from Reading Borough Council (RBC) highways in relation to planning application 22/1235 for the “*demolition of No’s 138-141 & 142-143 Friar St, partial demolition of No. 144 Friar St and erection of ground, mezzanine and 1st to 6th floor (7 storey) hotel building with 163 bedspaces (Class C1), with ancillary ground floor lounge, bar and restaurant and associated works*”.

2. Servicing Arrangements

RBC: As vehicles will be reversing down Fife court doors should open into the site. Revised plans required.

- 2.1.1 With regards to the refuse store doors, for operational purposes and to aid collection the doors will need to open outwards. The refuse store would be opened a maximum of once per day and banksmen / hotel staff would coordinate to ensure that refuse collection activity does not conflict with delivery activity on Fife Court.
- 2.1.2 The electrical substation doors would need to open outwards to comply with UKPN (UK Power Networks) requirements. Access to the substation would be very infrequent and as such would not impinge servicing. On the occasions when the doors are opened, the statutory electrical operating company and banksmen would coordinate and ensure that activity does not conflict with delivery activity on Fife Court.
- 2.1.3 The delivery doors form part of the fire escape strategy and would therefore need to open outwards in the direction of escape. As detailed below and illustrated in the attached tracking drawing, the doors opening outwards does not impact on the loading strategy or accessing the existing car parking spaces to the rear of the site.

RBC: Clarification is sought regarding the number of existing units (and car parking spaces) which are served from Fife Court and how their access will be retained while deliveries are being made to the hotel.

- 2.1.4 The rear parking area accessed from Fife Court currently provides 7-8 car parking spaces. These spaces are currently used by the existing tenants of the site (138-141, 142-143 and 144 Friar Street) as well as the occupiers at 40 Broad Street (The Entertainer) and 47 Broad Street (Boots).
- 2.1.5 Rights of access will be retained by the proposed development via Fife Court. Although, there will no longer be the opportunity for the proposed development to utilise the existing car parking spaces to the rear of the site, the 7-8 spaces will be retained for use by 40 & 47 Broad Street.
- 2.1.6 Swept path analysis has been undertaken which demonstrates that that a car requiring access to the rear parking spaces are able to access / egress the area whilst a delivery to the proposed hotel is taking place and therefore access for existing users will be maintained. The tracking drawing is included as **Appendix A**.

3. Cycle Parking

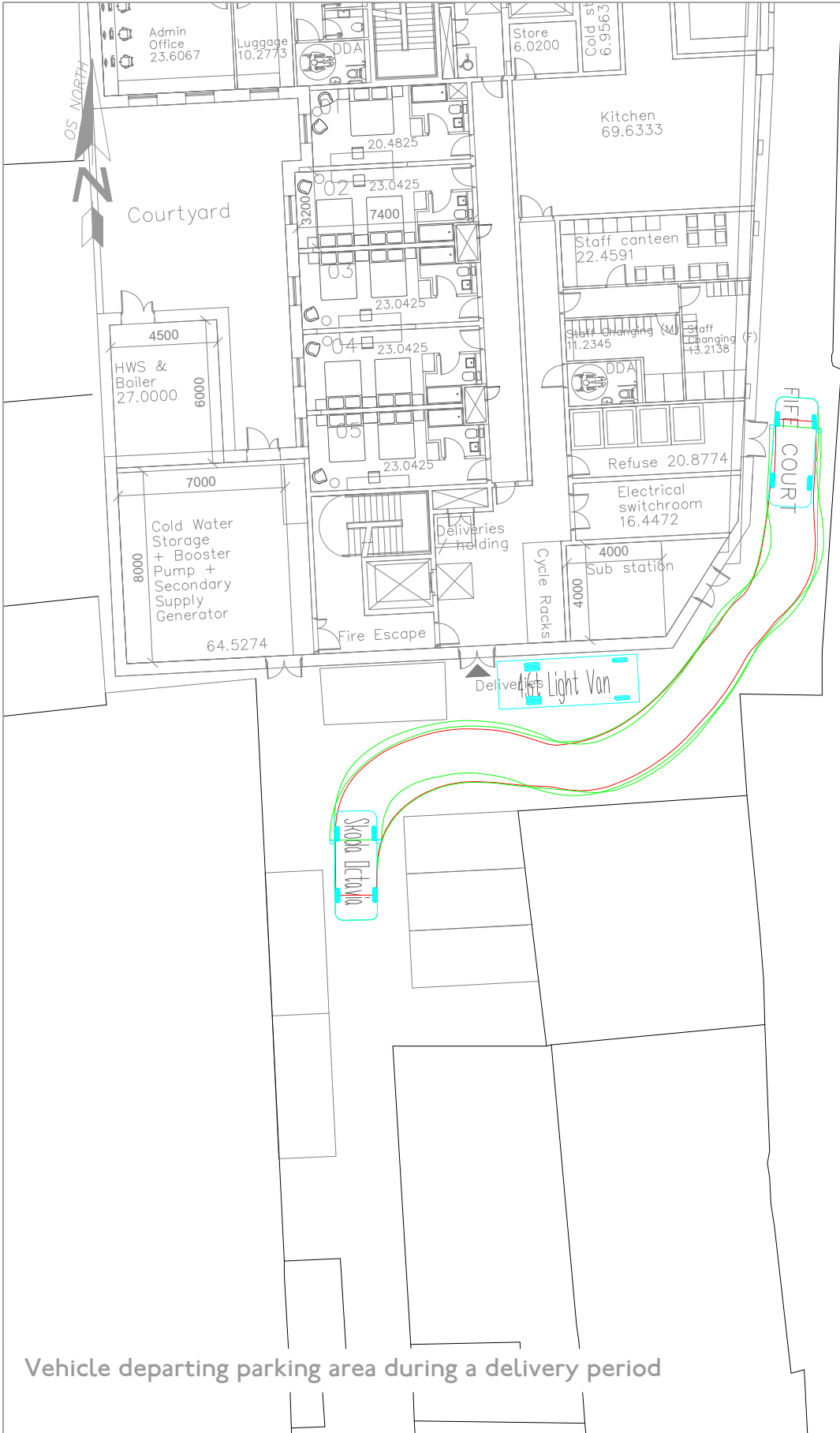
RBC: Vertical stands are not recommended for long term use and would not be supported by Transport. 3 Sheffield type stands should be used.

- 3.1.1 There is space internally to provide 3x Sheffield stands (6 cycle spaces). This is illustrated in the revised ground floor plan, included as **Appendix B**.

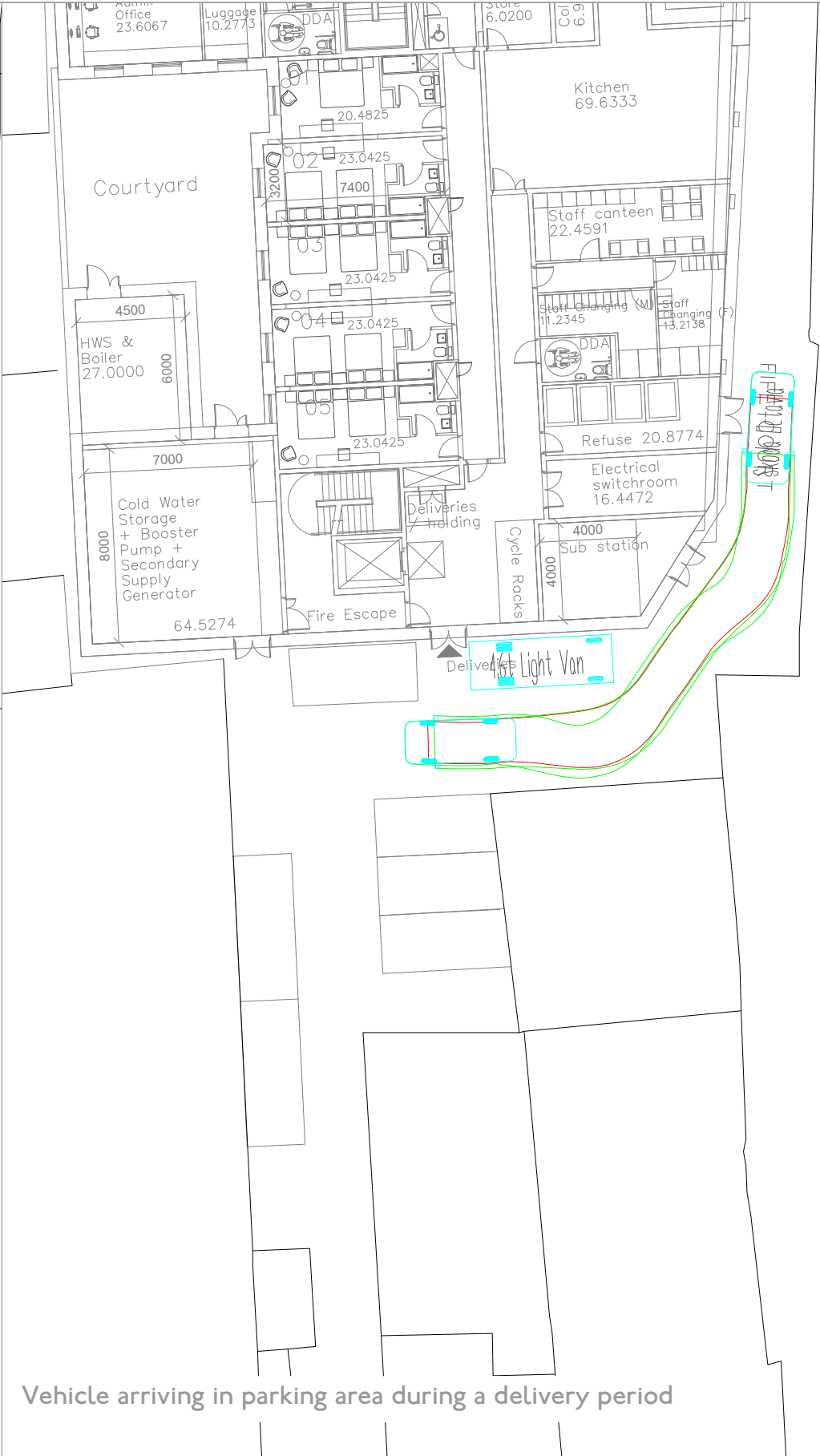
APPENDICES

APPENDIX A

Swept Path Analysis

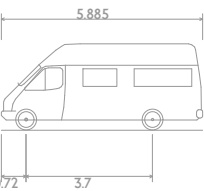


Vehicle departing parking area during a delivery period

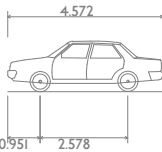


Vehicle arriving in parking area during a delivery period

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



drawing title
**Swept Path Analysis
4.6T Van
Fife Court**

client
National Pub Portfolio Limited

job title
138-144 Friar Street, Reading

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scale
1:250 @ A3

drawn
CS

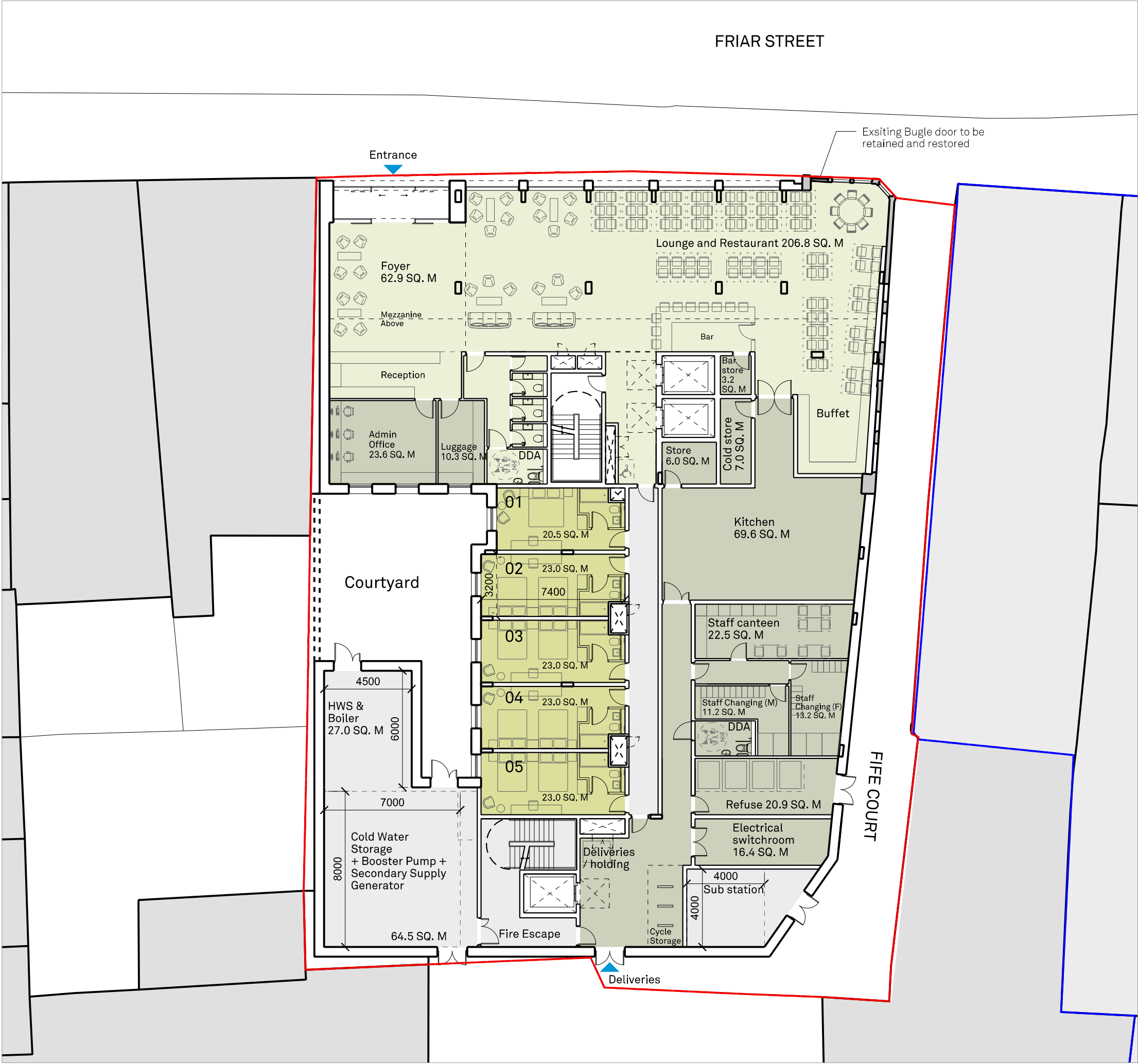
checked
MF

created
Oct 22

rev	chk	by	date	remarks
drawing no.				J32-6670-TK09

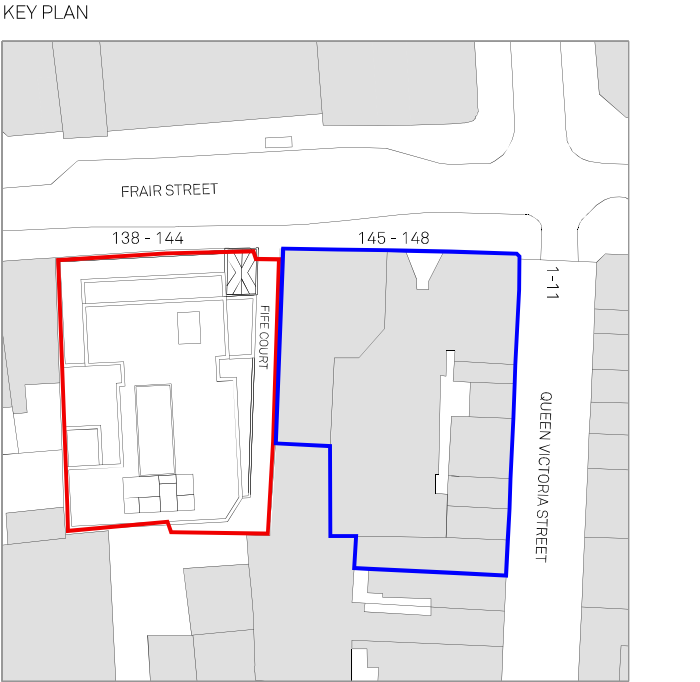
APPENDIX B

Revised Ground Floor Plan



Notes

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All drawing measurements shall not be obtained by scaling. Any discrepancies on this document to be immediately reported to the Architect. Verify all dimensions and levels prior to construction. This Document shall be read in conjunction with related documents, specifications and associated models.



P03	18.10.22	GV	CC	Cycle Storage Update
P02	08.09.22	GV	CC	Planning Drawing Update
P01	11.08.22	GV	CC	First Issue
Rev:	Date:	By:	Chk By:	Rev Note:

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FCH

Project Title				Rev
138-144 Friar Street, Reading				
Client				P03
Thackery Estates				
Drawing Title				Drawn By
Proposed Ground Floor Plan				
Drawing No.				GV
P21109-FCH-BB-00-DR-A-1300				
Status	Issue suitable for:	Date	Scale	Checked By
S2	Information	11.08.22		
Job No.	Drawing Stage	Scale	1:200@A3	CC
P21-109	Planning			