

FOOD AND DRINK QUARTER AT READING MARKET

DELIVERY AND SERVICING PLAN

HOSIER STREET, READING, RG1 2LN

ON BEHALF OF BLUE COLLAR GROUP



Pegasus Group

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 **DESIGN**  **ENVIRONMENT**  **PLANNING**  **ECONOMICS**  **HERITAGE**

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Prepared By: TR.
Checked By: LB.
Approved By: KE

1.0 INTRODUCTION

- 1.1 This Delivery and Servicing Plan (DSP) has been prepared by Pegasus Group on behalf of Blue Collar Group. It is prepared to address condition 22 attached to planning permission 210540, for a new food and drink quarter at land to the southwest of Hosier Street, Reading.
- 1.2 The scheme benefits from planning consent 210540 which sought full permission for the construction and operation of a new food and drink quarter at Reading Market, (created using shipping containers to include restaurants, cafes and a bar.) The scheme was granted permission on 15th December 2021.
- 1.3 It is anticipated that the new food and drink quarter will operate alongside the existing Hosier Street Market. The market currently operates Wednesday to Saturday from 09:00 to 16:00. The proposed opening hours of the food and drink quarter are Thursday to Sunday from 11:00 to 23:00.
- 1.4 It was agreed with highway officers at Reading Borough Council (RBC) throughout the course of the planning application submission preparation that all delivery and servicing vehicles, with the exception of refuse vehicles already associated with the existing Reading Market, will not access the site via Hosier Street. All delivery and servicing vehicles will therefore access and egress the site via the existing gated access located to the south west of the site which is served from Castle Street.
- 1.5 This DSP therefore seeks to address condition 22 attached to the planning permission 210540. The condition states the following:

'No development hereby permitted shall be occupied or its use first commenced until a Delivery and Servicing Plan to manage how vehicles shall access the development without creating safety concerns and congestion based on the anticipated number of vehicle trips associated with delivery and servicing vehicles and details for the development has been submitted to the Local Planning Authority for approval in writing. The Delivery and Servicing Plan shall

be based only upon vehicles no larger than 7.5 tonne panel vans servicing and delivering to the site. Thereafter deliveries and servicing will be carried out in accordance with the approved Delivery and Servicing Plan. REASON: In the interest of the safety and convenience of all highway users in accordance with Policy TR3 and TR5 of the Reading Local Plan 2019'

- 1.6 This DSP concludes that safe and suitable site access, manoeuvring within the site, and egress can be achieved for all users and that condition 22 can be discharged.

2.0 SERVICING AND DELIVERY VEHICLE MOVEMENTS AND FREQUENCIES

Vehicle Frequencies

- 2.1 The site is intended to be utilised by a group of small street food organisations working together, obtaining supplies as locally as possible, preferably from the adjacent market, town centre shops and local brewery. It is intended that, in addition to food products such as fruit, vegetables and meat sourced from the existing market, many deliveries will be smaller boxes in the back of personal cars, or items bought in the town centre and walked on foot to the site.
- 2.2 The developer has confirmed that there would be no more than a maximum of three deliveries per day. Typically, delivery and servicing vehicles are anticipated to consist of one alcohol delivery per week from a local brewery (via transit van) and one servicing vehicle (also anticipated to be via transit van) to pump the toilets. Deliveries will primarily split across Tuesday and Wednesday only. The largest vehicle that will be utilised for the servicing and delivery will be a 7.5 tonne panel van.
- 2.3 Refuse collections will undertake from Hosier Street as per the existing arrangements for the adjacent market. There will therefore be no increase the number of servicing movements along Hosier Street.

Vehicle Swept Path Analysis

- 2.4 Swept path analysis of a 7.5 tonne panel van is provided at **Figure 2.1**. This demonstrates that the maximum size delivery vehicle which will be required to access the site can safely and suitably enter, turn within and egress the site in forward gear from Castle Street. However, in order to facilitate the manoeuvring space required, it is necessary for some free standing furniture such as tables and chairs to be temporarily stacked within the site.

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- 2.5 Measures to be implemented to ensure the safe manoeuvring of these vehicles are set out at **Chapter 3**.

3.0 MANAGEMENT MEASURES

3.1 In order to ensure the safe manoeuvring of service delivery vehicles required to access and egress the site, the manager of the site will oversee a series of measures which are proposed to ensure that:

- i. two opposing vehicles do not meet at the access;
- ii. adequate turning space is available within the site prior to the arrival of any delivery vehicles; and
- iii. No customers are present whilst deliveries are being made by vehicle.

3.2 It is anticipated that all delivery and servicing vans will approach the site from Castle Street.

Management of Delivery Vans

3.3 As set out at **paragraph 2.4**, it is necessary to temporarily relocate some furniture within the site, in order to facilitate the turning manoeuvre of delivery and servicing vehicles. On this basis, deliveries and servicing will only be permitted to access the site outside of the operational hours detailed at **paragraph 1.3**. The manager of the site will be responsible for ensuring that deliveries and servicing are only made Tuesday to Wednesday to ensure that under no circumstance do deliveries overrun with times at which the public can access the site and will also be responsible for ensuring that all necessary furniture is relocated upon closure on a Sunday evening.

3.1 All companies required to access the site will be made aware of the site constraints ahead of arrival. As part of which it will be confirmed that no vehicles large than a 7.5 tonne panel van should seek to access the site. Companies will also be required, where possible, to confirm arrival times with the manager of the site in advance, to ensure that a staff member is present at the gate upon arrival to open and close them as required. This will also prevent a scenario whereby two vehicles are required to access the site at the same time.

- 3.2 The manager of the site will manage any other staff within the outdoor area and will ensure that they do not cross or move within the courtyard whilst the vehicle is moving.

4.0 CONCLUSION

- 4.1 This Delivery and Servicing Plan (DSP) has been prepared by Pegasus Group on behalf of Blue Collar Group. It is prepared to address condition 22 attached to planning permission 210540, for a new food and drink quarter at land to the southwest of Hosier Street, Reading.
- 4.2 This DSP concludes that a 7.5 tonne panel van delivery and servicing vehicle can safely and suitably access, manoeuvre within and egress the site in forward gear and that the appropriate management measures can be implemented to facilitate this without causing any inconvenience to other highway users or any safety issues.

FIGURES

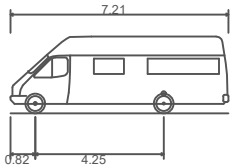
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Swept Path Analysis of a 7.2m Delivery Van Entering Site Access



Swept Path Analysis of a 7.2m Delivery Van Performing a 4 Point Turn and Exiting Site Access



7.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

7.210m
2.192m
2.544m
0.316m
1.865m
4.00s
7.400m

First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol, BS32 4QL

01454 625945
www.pegasusgroup.co.uk

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REV	DATE	BY	DESCRIPTION	CHK	APD
A	15/11/2021	JAN	UPDATED WITH MOST RECENT LAYOUT	LB	KE
CLIENT: BLUE COLLAR GROUP			SCALE @ A3: 1:250	CHECKED: KE	APPROVED: KE
PROJECT: READING MARKET			DATE: 25/10/2021	DESIGN-DRAWN: JAN	DRAWING-STATUS: DRAFT
TITLE: SWEPT PATH ANALYSIS OF A 7.5T PANEL VAN			PROJECT No: P20-0271	DRAWING No: SPA03	REV: A

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