

Brunel Retail Park – Response to Highways Comments dated 20th April 2021 in relation to the proposed redevelopment of the Park

1. This note sets out the Highway comments from the response attached at **Annex A** where responses are required, with comments primarily associated with the access arrangements and car parking.

Highway Comments	TTP Response
Vehicular access to the retail customer car park will be from Rose Kiln Lane as per the existing situation. This route will be extended through to the service yard to the rear of the retail terrace and will also facilitate access to the staff car park for the new warehouse. The proposed access to the staff car park is circa 13m from the roundabout which is less than the Councils Geometric Design Guide for Access onto Classified Roads which states the following: <i>Where a commercial access road joins a classified road no junctions with other roads or accesses to parking areas should be provided along the first 20 metres of the access road</i> The justification provided is not sufficient to accept any relaxation in this instance and therefore the access in this location is not accepted by the Highway Authority. It should also be stated that the applicant has provided no visibility splays for this car park access and the submitted drawings indicate the provision of trees and cycle parking that would significantly impede any visibility for drivers exiting this car park. Revised drawings would therefore be required illustrating visibility splays for any access to a car parking area which should be 2.4m x 43m.	It is acknowledged that the proposed access to the car park along the access road is less than the 20m set out in guidance, albeit it is further / better than many of the premises and car dealerships opposite where car parking is effectively on the other side of the footway. The proposed car park serves a total of 33 parking spaces which would have a low turnover, with almost all cars turning left in and right out. The revised plan at Annex B illustrates the cycle parking relocated to improve visibility from the proposed access which is illustrated at 16m from the centre of the access to the junction. It should be noted that the vast majority if not all traffic would turn left into the access and right out, and as such not result in any delay to other traffic. If necessary, a KEEP CLEAR yellow box could be introduced to ensure that vehicles turning right out of the parking area do not block the access.

The proposed altered access onto Gillette Way illustrates the provision of gates within 6m of the Public Highway which is a significant reduction from the set-back distance of 20m as is provided currently. The proposal will therefore result in articulated vehicles obstructing the flow of traffic along Gillette Way whilst they await entry into the site and as such this cannot be supported by the Highway Authority. Any access design and gate location should ensure that no vehicle is obstructing the carriageway.	Strictly speaking the existing gate is on the line of the adopted highway which extends into the service road as illustrated on the highway boundary plan in Annex C. However, it is acknowledged that the proposed gate is closer to Gillette Way. Although there is precedent with the Tesco service yard being closer, the location of the gate has been moved further within the Site to accommodate an articulated HGV clear of the running carriageway.
It is also noted that the proposal seeks to alter the kerb line for the Gillette Way entrance but the redline plan does not extend to include these works. The redline plan should therefore be revised to include all necessary Highway works.	There is a small section of works outside of the redline that is within the adopted highway where works are proposed. Whereas we could look to amend the red line subject to discussions with the LPA, it is not uncommon to undertake highway works outside of the red line.
It is proposed to Stop Up the section of the access south of the retained pedestrian refuge island on Rose Kiln Lane. The Highway Authority do not agree with any proposal to stop up this section of land as it will remove the Council's ability to undertake future improvements to the roundabout should they be needed to help the traffic flows in the area.	Having reviewed the Google images (Annex D), it would appear that although the highway records suggest it is highway, images as far back as June 2009 suggest otherwise with highways maintaining to the back of the pedestrian island, with width restrictors and barriers in place and a clear demarcation at the end of the pedestrian refuge island.
It is stated that it will be necessary to Stop Up a section of highway within the existing service yard road accessed from Gillette Way. In principle I would be happy with this proposal subject to the design criteria for the access, highlighted above are met.	Noted
The proposed development includes alterations to the vehicle access onto Gillette Way but no improvements are proposed for pedestrians and cyclists to the site or along Gillette Way. The proposed junction improvements should include the provision of pedestrian crossing facilities and revised drawings submitted to identify this.	There are no pedestrian facilities south of the existing / proposed access, with the extent of adopted highway south of the service yard access too narrow to facilitate a pedestrian footway. The proposed layout has been modified to include a pedestrian crossing over the service yard access road.

A footway is currently provided to the east of the site that leads to the side of the existing Costa coffee however this would no longer be required given that pedestrian access is being removed. The proposed scheme should therefore remove the footway and reinstate the grass verge.	The footway is neither within adopted highway or the control of the land lord, and as such the Applicant is not able to remove the footway.
Retail Parking: the proposals include 232 space in the customer car park and 65 spaces for staff in the service yard which equates to 1 space per 34sqm overall and 1 space per 44sqm for customers. It should be stated that these ratios are based on the floor areas that include mezzanines and is deemed acceptable. The provision includes 15 disabled spaces of which 12 are in the car park and 3 in the service yard. The overall provision is in accordance with standards and is deemed acceptable. However, the submitted drawings only illustrate the provision of 13 disabled bays and therefore a revised drawing is required increasing the proposed provision to meet the Councils standards.	A revised plan at Annex B illustrates a total of 13 disabled parking spaces
Commercial Parking: The proposals which include a mix of B Class uses with ancillary office space would be provided with parking for 43 cars including 33 in the car park and 10 in the service yard. This overall provision equates to 1 space per 95sqm GFA and in principle is deemed acceptable given the flexible use on the site. The provision includes 2 disabled spaces however, in line with the Councils Policy the provision of disabled bays should be a minimum of 3, a revised drawing should therefore be provided increasing the proposed disabled provision.	A revised plan at Annex B illustrates a total of 3 disabled parking spaces for the commercial element for Phase 1

The Councils Policy stipulates that a provision of 10% of parking should be in the form of electric charging bays which would equate to a provision of 4 spaces, however the submitted drawings only illustrate the provision of 3 EV charging facilities in the car park. Revised drawings are therefore required illustrating the provision of 4 EV charging bays.	A revised plan at Annex B illustrates a total of 4 spaces with EV charging facilities for the commercial element for Phase 1
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ANNEX A

(Highway Comments)

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Alison Amoah 0118 9372286 alison.amoah@reading.gov.uk
Date: 20 April 2021
Re: Consultation on Planning Application

Application Number: 201853

Application Type: Full Planning Approval

Address: Brunel Retail Park Rose Kiln Lane Reading

Proposal: Demolition of existing buildings; erection of 2no. buildings for use within Classes E(g)(iii), B2 and B8, along with access and servicing arrangements, car parking, landscaping and associated works.

Transport Comments

The proposed development consists of the demolition of existing buildings and the erection of 2no. buildings for use within Classes E(g)(iii), B2 and B8, along with access and servicing arrangements, car parking, landscaping and associated works.

This application has been accompanied by a Transport Assessment which is deemed acceptable and I comment on this as follows:

The Park which is located to the south of Reading town centre in a commercial area comprises circa 11,328sqm of retail floorspace (excluding mezzanines) with parking for up to 451 cars including 367 in the car park. Tenants include B&M, Halfords, Go Outdoor and Next along with Costa and Subway, with 4 units either vacant or in administration. It should be stated that when the mezzanine floor areas are included the total floor area equates to 14,775sqm.

Access to the customer car park is taken from Rose Kiln Lane via a 4-arm roundabout junction, with access to the service yard taken via a priority-controlled junction on Gillette Way.

The surrounding area is predominantly commercial in nature with a large warehouse to the south, a Morrison's supermarket with petrol filling station to the east and predominantly industrial units to the north and north-east. The River Kennet which runs in a broadly northsouth orientation to the west of the Park, with the closest residential properties located southwest of the aforementioned warehouse.

The A33 which runs in a north-south orientation to the west of the River Kennet is one of the primary routes into and out of Reading town centre from the M4 to the south, with open land to the west of the road.

The proposed development is broken down into two phases and these are described as follows:

Phase One

Phase One can be summarised as follows:

- Retail floorspace will be reduced by 4,631sqm and a new 4,263sqm warehouse will be constructed with 10,134sqm (inc. mezzanine) of retail retained.
- Car parking for the retail element will reduce to 295 spaces with 232 spaces provided in the customer car park and 65 spaces for staff in the service yard.
- A total of 43 spaces will be provided for the employment floorspace in accordance with the maximum standards for Zone 3.
- Access to the retail customer car park will be from Rose Kiln Lane as per the existing situation. The route will be extended through to the service yard to the rear of the retail terrace, and also facilitate access to the staff car park for the new warehouse where a new priority-controlled junction will be provided. It is proposed to “Stop Up” part of the existing access south of the retained pedestrian refuge island.
- The existing service yard access on Gillette Way will be modified to facilitate access to the warehouse service yard.

Phase Two

The Phase Two application can be summarised as follows:

- 11,328sqm (14,775sqm with mezzanine floor) of retail floorspace will be removed.
- Two new warehouses will be constructed with a floor area of 13,376sqm (with 4,281sqm for Unit 2 (Phase one) and 9,095sqm for Unit 1 (Phase 2)).
- A total of 127 spaces will be provided across both units, with 84 spaces for Unit 1 and 43 spaces for Unit 2, in accordance with standards which would permit between 61 and 90 spaces for Unit 1 and between 29 to 43 spaces for Unit 2. 10% of spaces to be provided with active charging points.
- Access for Unit 1 will be taken from Rose Kiln Lane and access to the Unit 2 service yard will be as per the amended access provided in phase one from Gillette Way.

Vehicle Access Arrangements

Phase One

Vehicular access to the retail customer car park will be from Rose Kiln Lane as per the existing situation. This route will be extended through to the service yard to the rear of the retail terrace and will also facilitate access to the staff car park for the new warehouse. The proposed access to the staff car park is circa 13m from the roundabout which is less than the Councils Geometric Design Guide for Access onto Classified Roads which states the following:

Where a commercial access road joins a classified road no junctions with other roads or accesses to parking areas should be provided along the first 20 metres of the access road

The justification provided is not sufficient to accept any relaxation in this instance and therefore the access in this location is not accepted by the Highway Authority.

It should also be stated that the applicant has provided no visibility splays for this car park access and the submitted drawings indicate the provision of trees and cycle parking that would significantly impede any visibility for drivers exiting this car park.

Revised drawings would therefore be required illustrating visibility splays for any access to a car parking area which should be 2.4m x 43m.

The proposed altered access onto Gillette Way illustrates the provision of gates within 6m of the Public Highway which is a significant reduction from the set back distance of 20m as is provided currently. The proposal will therefore result in articulated vehicles obstructing the flow of traffic along Gillette Way whilst they await entry into the site and as such this cannot be supported by the Highway Authority. Any access design and gate location should ensure that no vehicle is obstructing the carriageway.

It is also noted that the proposal seeks to alter the kerb line for the Gillette Way entrance but the redline plan does not extend to include these works. The redline plan should therefore be revised to include all necessary Highway works.

It is proposed to Stop Up the section of the access south of the retained pedestrian refuge island on Rose Kiln Lane. The Highway Authority do not agree with any proposal to stop up this section of land as it will remove the Council's ability to undertake future improvements to the roundabout should they be needed to help the traffic flows in the area.

It is stated that it will be necessary to Stop Up a section of highway within the existing service yard road accessed from Gillette Way. In principle I would be happy with this proposal subject to the design criteria for the access, highlighted above are met.

The Transport Assessment states that drawings indicating the vehicle tracking is shown in Appendix C, however on review of the TA it is noted that Appendix C is not provided. As such the Highway Authority are unable to ascertain whether the internal road network is sufficient.

Given the above the Highway Authority do not accept the access arrangements currently presented.

Phase Two

To facilitate Phase 2 of the development no changes are proposed to the Rose Kiln Lane junction further than are included as part of Phase 1 but it is noted that the internal road from Rose Kiln Lane would be realigned.

The proposal does however include a dedicated access to the parking for Phase 2 and therefore visibility splays would be required at this junction/access of 2.4m x 43m.

Pedestrian and Cycle Access

The proposed development includes alterations to the vehicle access onto Gillette Way but no improvements are proposed for pedestrians and cyclists to the site or along Gillette Way. The proposed junction improvements should include the provision of pedestrian crossing facilities and revised drawings submitted to identify this.

A footway is currently provided to the east of the site that leads to the side of the existing Costa coffee however this would no longer be required given that pedestrian access is being removed. The proposed scheme should therefore remove the footway and reinstate the grass verge.

Vehicle Trip Generation

It has not been possible to undertake surveys at the Park due to the ongoing COVID-19 pandemic and as such the potential changes in trips for the weekday morning and evening peaks plus Saturday afternoon has been estimated based on trip rate information from the TRICS database as follows:

- Retail Use: All sites in the retail park excluding food category in England outside London surveyed since January 2012. The exercise revealed a total of 3 weekday and 10 Saturday surveys.
- Employment Use: All surveys in separate categories for the Light Industrial, General Industrial and Parcel Distribution Centres for the Class B1c, B2 and B8 uses respectively, considering all sites in England outside London with a gross floor area of between 1,000qm and 10,000sqm. As no TRICS data was available for a Saturday period for the Employment use, the highest weekday trip rates were adopted for each case.

The use of TRICS data to establish trip generation is accepted and although some of the sites were not comparable to the application site the Highway Authorities own assessment identified a difference in trips generated that was minimal, I therefore have no objection to the trip rates provided for the B1, B2 and B8 uses.

The retail trip rates supplied by the applicant have been reviewed and it is noted that although some of the sites for a weekend are not comparable to the application site the Highway Authorities assessment established that the existing site would have generated higher levels of vehicle movement over the data submitted by the applicant. The Highway Authority are therefore happy that the data used is acceptable and this will be taken into account when assessing the impacts of the proposal against the proposed use.

A 33% reduction for linked and pass-by trips has been applied to the retail flows to provide a robust assessment, with no reductions applied to the commercial floorspace. Furthermore, the assessments do not take into account retail mezzanine floorspace. The Highway Authority are happy that this is an acceptable approach.

Phase One

Table 4.2 provides a summary of the trip rates and resultant flows for the 4,635sqm of retail floor area to be removed, with the figures in the brackets taking into account the 33% linked / pass-by trips. The exercise suggests that the loss of the retail floorspace would result in the removal of 34 two-way trips (21 arrivals / 13 departures) during the weekday morning peak hour, 112 two-way trips (56 arrivals / 56 departures) during the evening peak hour, and 142 two-way trips (72 arrivals / 70 departures) during the Saturday afternoon peak hour.

Table 4.2: Trip Rates and Vehicle Movements (Existing Retail Use)				
	Trip Rates		Vehicle Movements* (inc. reductions)	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.683	0.441	32 (21)	20 (13)
PM Peak (1700 – 1800)	1.797	1.800	83 (56)	83 (56)
SAT Peak (13:00 – 14:00)	2.312	2.246	107 (72)	104 (70)

*based on 4,635sqm

Table 4.5 below presents the trip generation for the B8 use proposed which has been determined as being the worst case scenario associated with the proposed Phase 1 proposal.

Table 4.5: Trip Rates and Vehicle Movements (Proposed Class B8)				
	Trip Rates		Vehicle Movements*	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.204	0.580	9	25
PM Peak (1700 – 1800)	0.602	0.659	26	28
SAT Peak (13:00 – 14:00)	0.602	0.659	26	28

*based on 4,281sqm

As can be seen from Table 4.6 below the proposed development would result in a reduction in vehicle movements within the PM Peak and Saturday Peak period with there being no change to the overall number of trips within the AM Peak just that there is a reversal with fewer arrivals but more departures. It should also be stressed that the Highway Authorities assessment of the trip generation found that an increased level of vehicle trips would have been generated by the retail use at the weekend and as such the proposed development would result in further reductions in vehicle trips than has been presented in Table 4.6 below for that particular assessment. The AM and PM peak periods would be unchanged.

Table 4.6: Trip Rates and Vehicle Movements (Net Change – Phase One)						
	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		SAT Peak (1300 – 1400)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Existing Scenario	21	13	56	56	72	70
Proposed Scenario	9	25	26	28	26	28
Change	-12	+12	-30	-28	-46	-42

Overall, given that the proposal would result in a reduction in trips the principle of the Phase one proposal is acceptable in trip generation grounds.

Phase Two

Table 4.7 provides a summary of the trip rates and resultant flows for the entire existing retail floor area at the Park and accounts for 33% of trips being either linked or pass-by. The exercise suggests that the loss of the retail floorspace would result in the removal of 85 two-way trips (52 arrivals / 33 departures) during the weekday morning peak hour, 274 two-way trips (137 arrivals / 137 departures) during the evening peak hour, and 346 two-way trips (176 arrivals / 170 departures) during the Saturday afternoon peak hour.

Table 4.7: Trip Rates and Vehicle Movements (Existing Retail Use)				
	Trip Rates		Vehicle Movements* (inc. reductions)	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.683	0.441	77 (52)	50 (33)
PM Peak (1700 – 1800)	1.797	1.800	204 (137)	204 (137)
SAT Peak (13:00 – 14:00)	2.312	2.246	262 (176)	254 (170)

*based on 11,328sqm

Table 4.10 below presents the trip generation for the B8 use proposed which has been determined as being the worst case scenario associated with the proposed Phase 2 proposal.

Table 4.10: Trip Rates and Vehicle Movements (Proposed Class B8 Use)				
	Trip Rates		Vehicle Movements*	
	Arrive	Depart	Arrive	Depart
AM Peak (0800 – 0900)	0.204	0.580	27	78
PM Peak (1700 – 1800)	0.602	0.659	81	88
SAT Peak (13:00 – 14:00)	0.602	0.659	81	88

*based on 13,376sqm

With regards to the overall proposal of two warehouse units and the removal of all retail, the resultant vehicle trip generation is shown in Table 4.11 below and is compared to the worst-case B8 parcel distribution use. This demonstrates that the proposal will result in an increase of 20 vehicle trips within the AM peak period but would result in the reduction in trips within the PM Peak period and the Saturday peak period. Again it should also be stressed that the Highway Authorities assessment of the trip generation found that an increased level of vehicle trips would have been generated by the retail use at the weekend and as such the proposed development would result in further reductions in vehicle trips than has been presented in Table 4.11 below for that particular assessment. The AM and PM peak periods would be unchanged.

Table 4.11: Trip Rates and Vehicle Movements (Net Change – Phase One)						
	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		SAT Peak (1300 – 1400)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Existing Scenario	52	33	137	137	176	170
Proposed Scenario	27	78	81	88	81	88
Change	-25	+45	-56	-49	-95	-92

On balance given the significant reductions in trips over the course of the assessed period against the increase in 20 vehicle trips in the AM Peak, the equivalent of 1 every 3 minutes, the Highway Authority are happy that no junction assessments would be required and that the proposed trip generation is deemed acceptable.

HGV Movements

Table 4.12 sets out the overall anticipated change in HGV movements during each peak period based on TRICS data, where the maximum increase is expected to be in the region of 9 to 10 two-way HGV movements during all peak periods, associated with the phase two completed development. This level of increase is not considered severe on the basis that all overall vehicle trips will significantly reduce during the weekday evening and Saturday peak periods.

Table 4.12: HGV Impact			
	Peak Period		
	AM Peak	PM Peak	SAT Peak
Existing – 100% Retail	3	1	1
Phase 1 – (mixed Retail / Commercial)	4 (+1)	3 (+2)	3 (+2)
Phase 2 – 100% Commercial	12 (+9)	11 (+10)	11 (+10)

Car Parking

Existing Situation

There are currently a total of 451 parking spaces at the Park including 367 parking spaces in the car park and 84 spaces in the service yard; this equates to a ratio of 1 space per 25sqm GFA overall, or 1 space per 31sqm in the customer car park. The provision includes 26 disabled spaces and 18 reserved for parents with small children.

Parking Standards

Parking standards are set out in the October 2011 Supplementary Planning Guidance “Revised Parking Standards and Design” for development within Zone 3 in which the Park sits is as follows:

- Non-Food Retail: a maximum of 1 space per 30sqm GFA;
- Class B1(a) and B1(b): a maximum of 1 space per 50sqm GFA;
- Class B1(c) and B2: a maximum of 1 space per 100sqm GFA; and
- Class B8: a maximum of 1 space per 150sqm GFA.

Accessible spaces should be provided as follows:

- All developments with less than 200 spaces - a minimum of 3 spaces or 5% whichever the greater.
- Retail with more than 200 spaces - 3 spaces plus 4% of the overall capacity.
- Commercial with more than 200 spaces - 6 spaces plus 2% of the overall capacity.

Phase One

The proposed scheme would provide parking for 295 cars for the retail element and 43 spaces for the commercial element.

Retail Parking: the proposals include 232 space in the customer car park and 65 spaces for staff in the service yard which equates to 1 space per 34sqm overall and 1 space per 44sqm for customers. It should be stated that these ratios are based on the floor areas that include mezzanines and is deemed acceptable. The provision includes 15 disabled spaces of which 12 are in the car park and 3 in the service yard. The overall provision is in accordance with standards and is deemed acceptable.

However, the submitted drawings only illustrate the provision of 13 disabled bays and therefore a revised drawing is required increasing the proposed provision to meet the Councils standards.

The proposal includes no provision for electric charging but as this is an existing use and is therefore accepted.

Commercial Parking: The proposals which include a mix of B Class uses with ancillary office space would be provided with parking for 43 cars including 33 in the car park and 10 in the service yard. This overall provision equates to 1 space per 95sqm GFA and in principle is deemed acceptable given the flexible use on the site.

The provision includes 2 disabled spaces however, in line with the Councils Policy the provision of disabled bays should be a minimum of 3, a revised drawing should therefore be provided increasing the proposed disabled provision.

The Councils Policy stipulates that a provision of 10% of parking should in the form of electric charging bays which would equate to a provision of 4 spaces, however the submitted drawings only illustrate the provision of 3 EV charging facilities in the car park. Revised drawings are therefore required illustrating the provision of 4 EV charging bays.

Phase Two

The proposed layout illustrates a total of 177 spaces across both commercial units as follows:

Unit 1 - a total of 84 spaces which is in line with policy that would permit between 61 and 90 spaces. The provision includes 4 disabled spaces and 8 spaces with EV Charging. This provision has been deemed acceptable.

Unit 2 - a total of 43 spaces as per Phase 1 above with 33 spaces in the car park and 10 in the service yard, with 2 disabled spaces and 4 with EV Charging facilities. As has been stated above revisions are required to the drawing to meet the required standards for disabled parking and EV charging.

All car parking layouts comply with National requirements.

Cycle Parking

There is currently parking for up to 52 bicycles with 26 hoops all of which are located in the vicinity of the Costa and Subway units at the eastern end of the Park.

Parking Standards

Cycle parking standards are set out below:

- Class B1(a): a minimum of 1 space per 200sqm GFA;
- Class B1(b) and B1(c): a minimum of 1 space per 250sqm GFA;
- Class B2 - B7: a minimum of 1 space per 350sqm GFA; and
- Class B8: a minimum of 1 space per 450sqm GFA.

Phase One

The proposals will include parking for up to 40 bicycles with 20 hoops for the retained retail element located in the vicinity of the entrance to each unit. The provision equates to 1 space per 253sqm GFA which although fewer than existing, are better located and deemed acceptable for the reduced quantum of retail floorspace.

This proposed provision and location of the cycle parking is deemed acceptable.

Parking for up to 12 bicycles will be provided for the new warehouse at a ratio of 1 space per 355sqm GFA. The applicant has stated that this would be in accordance with standards with the application seeking a flexible consent with Class B1(c) / B2 / B8 uses with ancillary offices with standards as follows:

- Class B1(a): a minimum of 1 space per 200sqm GFA;
- Class B1(b) and B1(c): a minimum of 1 space per 250sqm GFA;
- Class B2 - B7: a minimum of 1 space per 350sqm GFA; and
- Class B8: a minimum of 1 space per 450sqm GFA.

This approach is agreed by the Highway Authority and are happy that the tenant will monitor demand for the spaces through a Travel Plan and provide more should demand dictate.

Phase Two

The proposed layout illustrates parking for up to 36 bicycles as follows:

- Unit 1 - Parking for up to 24 bicycles will be provided at a ratio of 1 space per 379sqm GFA (between the B2 and B8 standard), and
- Unit 2 - Parking is provided for up to 12 bicycles as per Phase 1.

Again, as per Phase One this approach is agreed by the Highway Authority and are happy that the tenants will monitor demand for the spaces through a Travel Plan and provide more should demand dictate.

Please ask the applicant to submit suitably amended plans / information to address the above prior to determining the application.

Darren Cook

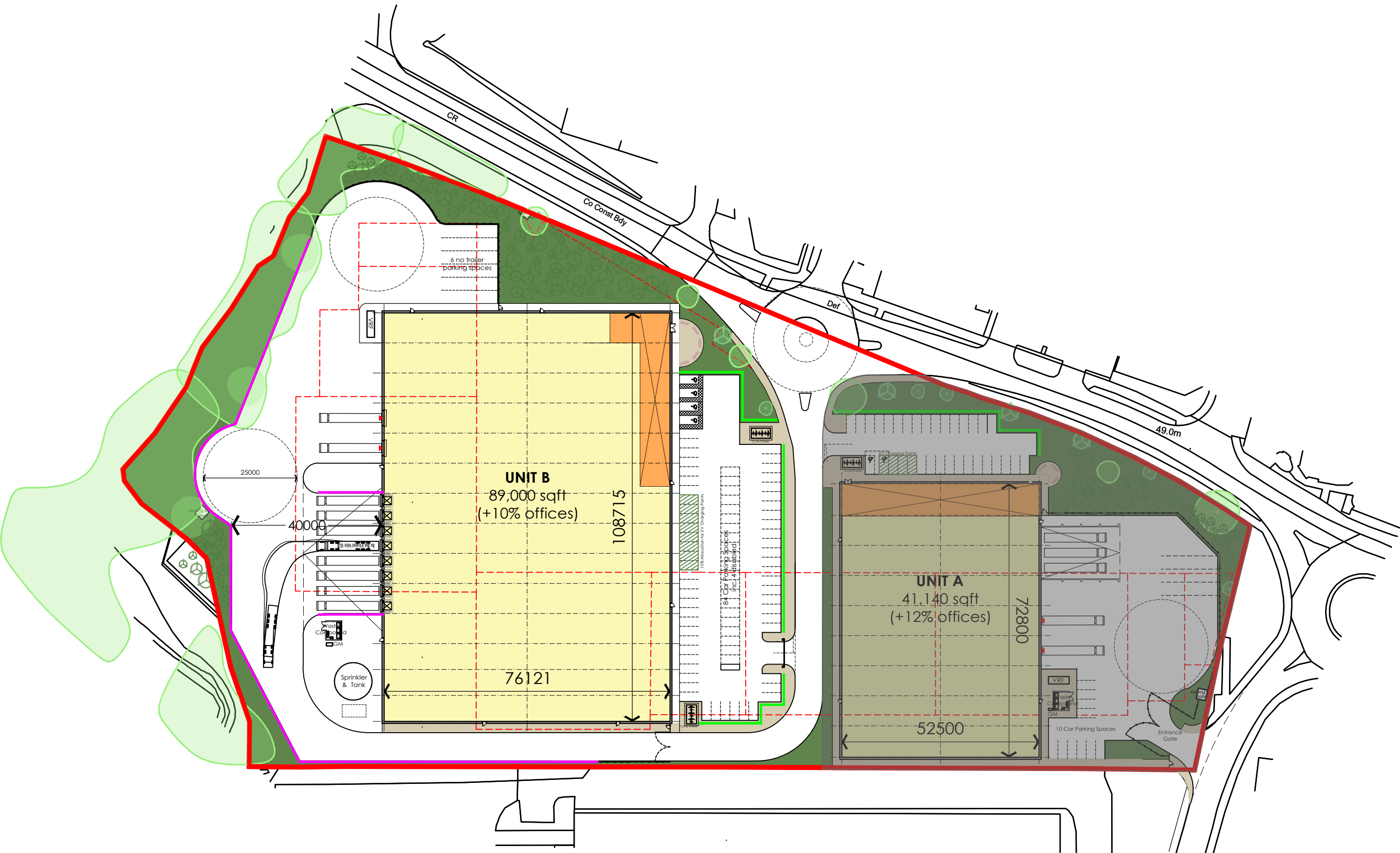
Transport Development Control Manager

ANNEX B

(Revised Layout)



Phase 1



Phase 2

General Notes

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

Do not scale from this drawing.

Only work to written dimensions.

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LEGEND

- Site Boundary
- Existing to be demolished

E	Highways amendments	13.05.2021	AE
D	Highways amendments	12.05.2021	AE
C	Highways amendments	11.05.2021	AE
B	Highways amendments	11.05.2021	AE

Revision	A	Additional accessible and EV spaces added	29.04.2021	AE
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Scale 1:1000@A1

Status Planning

Drawn by CF

Date October 2020

Client
Westmount Real Estate

Project
Brunel Retail Park, Reading

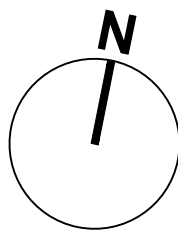
Drawing Description
Proposed Phasing Plan

Drawing No. 19032_PL05 Rev. E

fletcher|rae
Architects | Master Planners | Designers

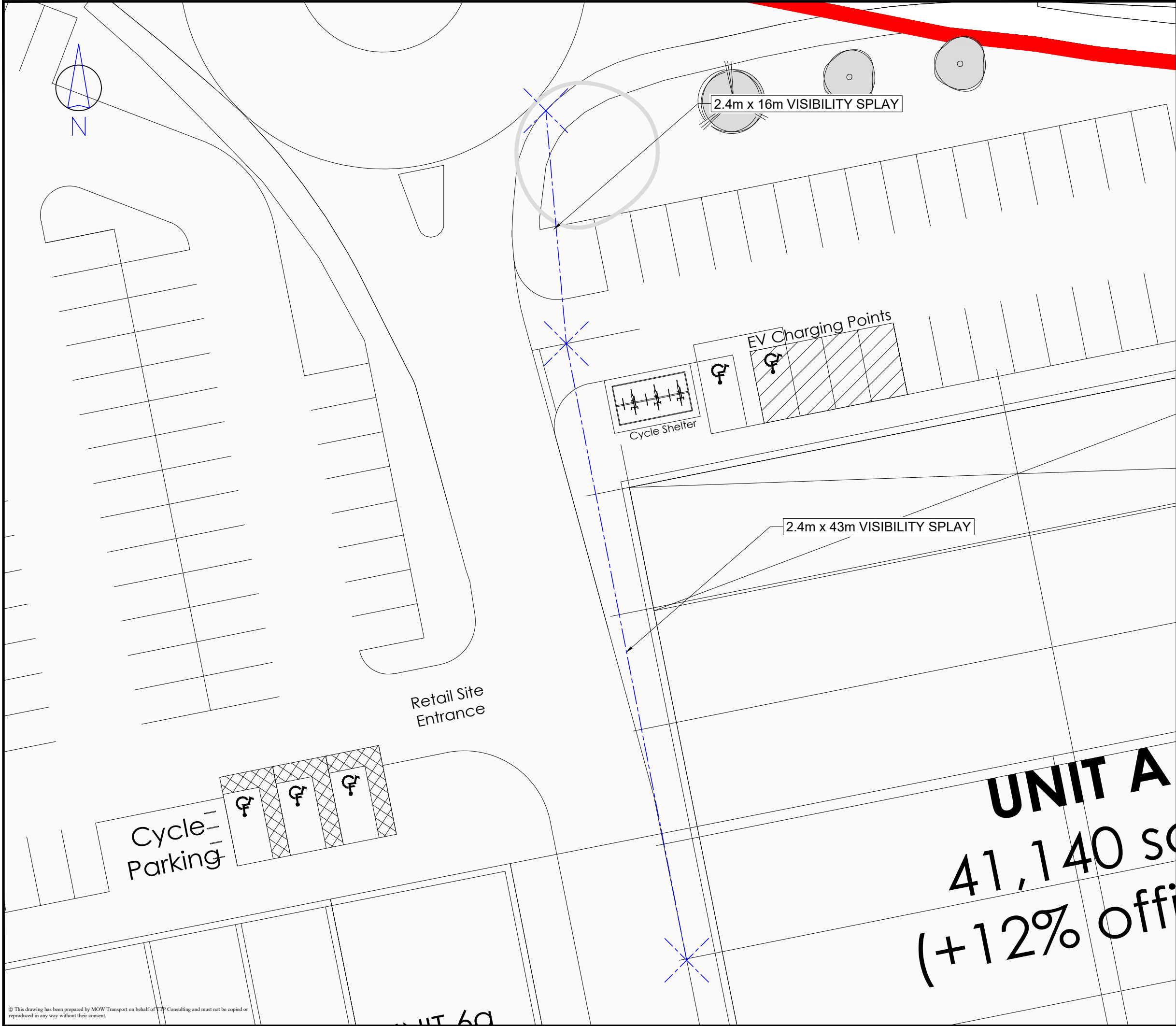
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ANNEX C

(Highways Drawings)



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Rev	Details	Drawn	Checked	Date

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Brunel Retail Park

Drawing Title
Visibility Splays

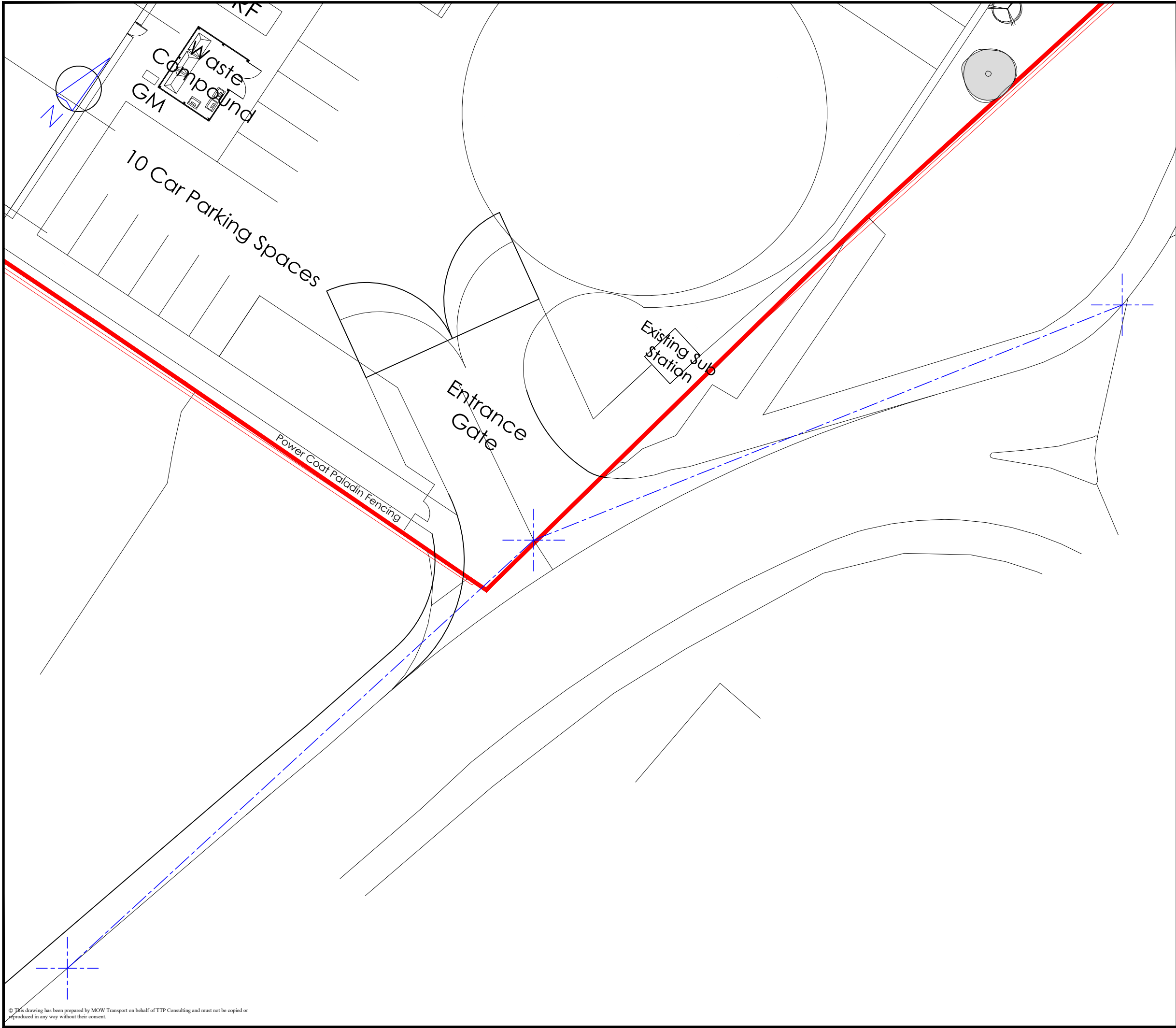
Scale
1:250 at A3

Drawn	MW	12.05.21
Checked	AM	12.05.21

 ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number 2020-3816-DWG-210	Rev .
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Rev	Details	Drawn	Checked	Date
A	Scheme and visibility splays updated.	MW	AM	12.05.21

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
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Project
Brunel Retail Park

Drawing Title
2.4m x 43m Visibility Splays

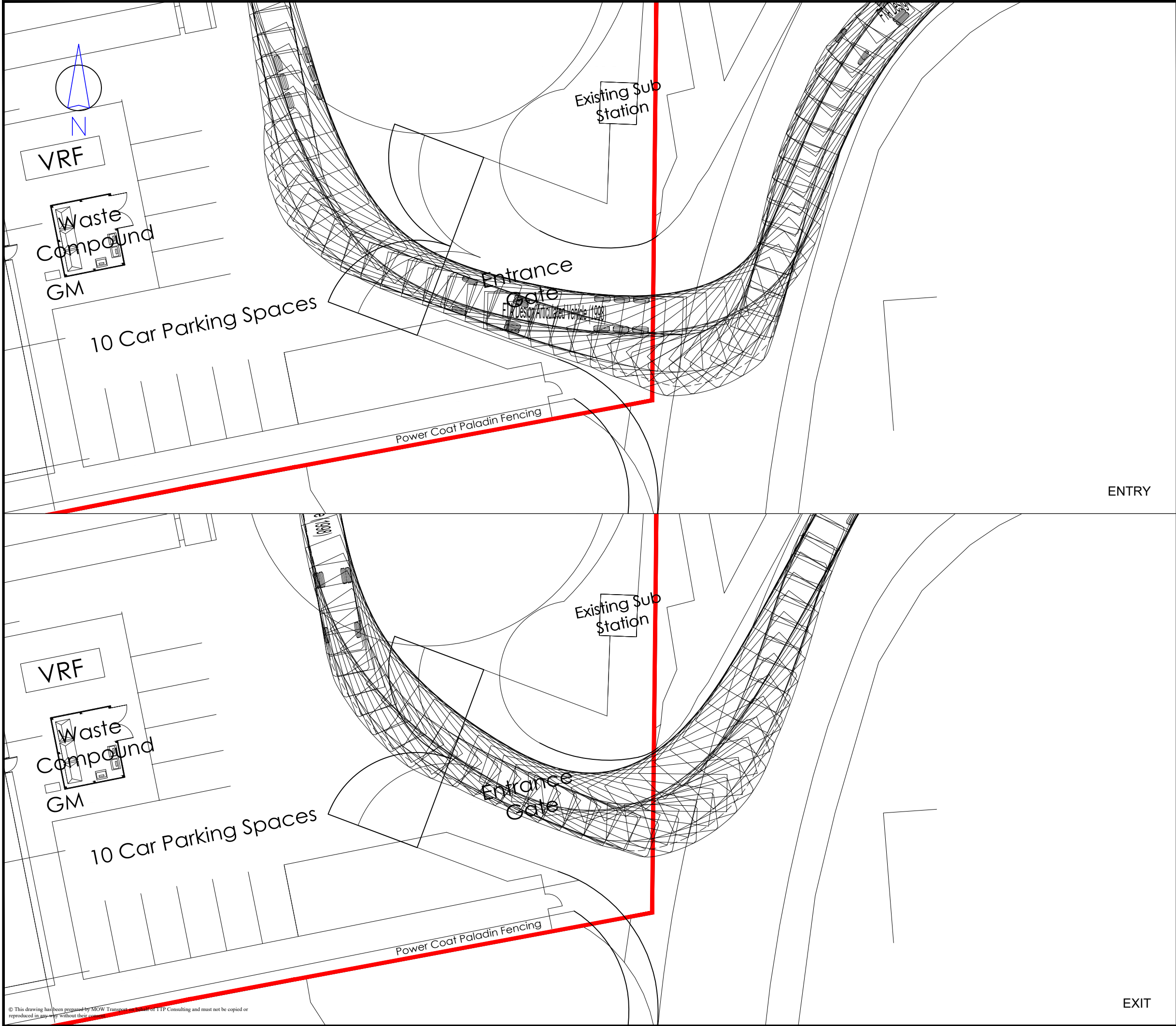
Scale
1:250 at A3

Drawn	MW	06.05.21
Checked	AM	06.05.21



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2020-3816-DWG-206	A



Rev	Details	Drawn	Checked	Date
.	.	.	.	.

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Brunel Retail Park

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale
1:250 at A3

Drawn	MW	12.05.21
Checked	AM	12.05.21

transport planning specialists

111 - 113 Great Portland Street
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Drawing Number	Rev
2020-3816-AT-117	.

ANNEX D

(Google Images)

