

TECHNICAL NOTE

Job Name: Waterfront Square, Reading
Job No: 332610561
Note No: TN005
Date: December 2024
Prepared By: Rhys Husband
Reviewed By: Chris Brice
Subject: **Response to RBC Highway Comments**

1. Introduction

- 1.1. This Technical Note (TN) has been prepared by Stantec UK, on behalf of the Client (Packaged Living Ltd) in connection with the development proposals at Norman Place, for 254 studio, one, two and three bedroom residential dwellings (Use Class C3), together with 278m² (GEA) of flexible Class E floorspace at ground floor level (Ref. PL/24/0958).
- 1.2. As part of the planning submission a Transport Statement (TS) was prepared that assessed the impacts of the development pertinent to transport and highway.
- 1.3. This TN provides a response to RBC highways and transport comments received in addition to those that were received on 7th November 2024.

2. Pedestrian and Cycle Access

2.1. RBC stated in their comments that:

"The landscape strategy has identified the provision of two new trees along Vastern Road however it would appear that due to their location near the kerb edge that they may create an obstruction to visibility of the Highway signage along the site frontage. The applicant would be required to undertake an assessment of the visibility to the signage to ensure that no obstruction occurs."

Stantec Response:

The trees along the IDR will have a clear stem height of 2.4m and will be maintained to prevent visibility issues.

2.2. RBC stated in their comments that:

- 2.3. *"The route along the site frontage is a cycle route and as such it would need to be ensured that adequate width is retained for a cycle route."*

Stantec Response:

Drawing 332610561-STN-HGN-XX-DR-H-0018 displays a 3.5m wide route that is maintained for cyclists between the proposed trees and landscaping. A junction box and the navigation sign that has two poles reduce the width slightly to 3.4m, although this is not seen as an issue as pedestrians are able to travel between the poles.

2.4. RBC stated in their comments that:

TECHNICAL NOTE

"The DAS identifies the canopy spread to extend up to 8m and would overhang the carriageway creating conflict with vehicles and as such this is not acceptable. The species of the tree would also need to ensure that no branches are provided below 2.4m in height from the point of planting to ensure that no conflicts with cyclists occurs."

Stantec Response:

It is agreed this will be from the time of planning and that no branches are provided below 2.4m. The canopies will be maintained to ensure its spread does not interfere with the highway safety of the IDR

3. Cycle Parking

- 3.1. Included in RBC Highways response dated 7th December 2024 was a comment regarding the residential cycle store, this has been reviewed further within this response.

RBC stated in their comments that:

"There will be 136 bicycle parking spaces provided to encourage cycling; this meets the minimum number of bicycle parking spaces required for the residential development. These will be a mixture of two-tier stackers and Sheffield Stands, which will be provided as 126 within two-tier stackers and 10 within 5 Sheffield Stands. This in principle is acceptable. However, the Sheffield stands are not provided at 1m centres and therefore should be updated."

Stantec Response:

The provision of cycle parking for the residential dwellings has been reviewed. It was found that the Sheffield Stands were not viable in their current configuration. To ensure that Sheffield Stands would work in operation, two of them were removed to achieve 1m centres and replaced with two extra two-tier racks to still provide the same number of cycle parking spaces within the cycle store, the changes to the Sheffield Stand is shown in Drawing 332610561-STN-HGN-XX-DR-H0019.