



FORMER JOHN LEWIS DEPOT, LETCOMBE STREET, READING
(ALSO KNOWN AS JLP MILL LANE)

TRANSPORT ASSESSMENT ADDENDUM

JULY 2025



ADDENDUM TRANSPORT ASSESSMENT

Former John Lewis Depot, Letcombe Street, Reading
(also known as JLP Mill Lane)



Prepared for: John Lewis Partnership BTR Ltd
Ref: 015_8230634_JB_Addendum_Transport_Assessment

Document History

Issue	Date	Description	Prepared By	Checked By
1	23 Jun 25	Issue 1	J Birch	J Birch
2	4 Jul 25	Minor revisions in response to client comments	J Birch	J Birch

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

postbox@glanvillegroup.com | www.glanvillegroup.com



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- Appendix C: Proposed Land Dedication and Stopping-Up Plan
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1.0 Introduction

1.1 The report has been prepared by Glanville Consultants on behalf of John Lewis Partnership BTR Ltd. It has been prepared as an addendum to the Transport Assessment that was prepared and submitted with a planning application for the redevelopment of the former John Lewis depot, Letcombe Street, Reading (also known as JLP Mill Lane). The Reading Borough Council (RBC) planning application reference is PL/24/1155.

1.2 The description of development as originally submitted is as follows:

Demolition of the existing building and redevelopment of the site comprising erection of a new building for up to 215 build to rent residential dwellings (Use Class C3) together with flexible commercial / community space (Use Class E/F1/F2), residents' facilities, landscaping, public realm, amenity space, cycle parking and disabled car parking.

1.3 The current live planning application has been subject to consultation and detailed engagement with RBC planning officers / members, statutory consultees, neighbours and local residents. In response to the feedback received, the design of the proposed development has been amended and revised plans and additional information is submitted for determination as part of the current planning application. The additional information submitted should be read in conjunction with information previously submitted in August 2024.

1.4 The updated description of development that reflects the revised scheme is as follows:

Demolition of the existing building and redevelopment of the site comprising erection of a new building for up to 170 build to rent residential dwellings (Use Class C3) together with flexible community space (Use Class F1/F2), residents' facilities, landscaping, public realm, amenity space and cycle parking.

1.5 This addendum describes the changes in relation to transport and highway matters following detailed engagement with officers in the Transport Development Control and Planning teams at RBC.

2.0 Changes to Development Proposals

- 2.1 As noted previously, a number of changes to the development proposals have been made following the submission of the original planning application (reference PL/24/1155). The revised scheme has resulted in the following key proposed changes from the submitted application to the current revised scheme:
- Reduction from 215 to 170 units.
 - Changes to proposed height and massing, including – reduction along Mill Lane frontage from max. GF+10 storeys to max. GF+7 storeys, stepping down to GF+5 storeys along Crossland Road to the south and east towards the Conservation Area. Small 'nib' introduced at eastern end adjacent to Central Club.
 - Updates to detailed elevation design, including – revisions relating to brickwork detailing, metal cladding, parapet line, introduction of Juliet balconies to part of Mill Lane frontage, and further articulation along frontage.
 - Setting back building along Letcombe Street to introduce greening and setting back of 'middle finger' on Crossland Road to unify garden spaces.
 - Introduction of 4 no. ground floor apartments with defensible space to Crossland Road.
 - Updates to proposed unit mix (see below).
 - Internal changes to ground floor layout including relocation of flexible community space.
 - Removal of bin chutes throughout.
 - Removal of disabled car parking provision and on-street 'essential use' car parking spaces.
 - Increased greening and improved pedestrian footway arrangements to eastern side of Crossland Road.
- 2.2 A drawing showing the proposed site layout and ground floor plan is provided in Appendix A.
- Proposed Alterations to the Public Highway**
- 2.3 Drawings showing the proposed off-site highway works in the vicinity of the site on Crossland Road are provided at Appendix B.
- 2.4 The proposed access arrangements remain the same as the original scheme. The existing vehicle crossover at the south-western corner of the site on Crossland Road, which currently serves the customer car park, will be closed and the footway and full height kerb reinstated to provide a continuous pedestrian route along the northern side of Crossland Road. The existing vehicular access at the eastern end of the site on Crossland Road, which currently serves the service yard for the depot, will be closed.
- 2.5 The existing turning head at the end of Crossland Road, at the eastern end of the site, will be retained and the corner radii reduced to minimise the distance that pedestrians are required to cross the turning area and to increase the area available for soft landscaping.
- 2.6 The pedestrian route across the turning head adjacent to the west side of the Crossland Road carriageway will be formalised through the provision of dropped kerbs and tactile paving – it is worth noting that there is currently no designated crossing point at this location. This will provide a step-free route as an alternative to the stepped route proposed immediately adjacent to the new building's eastern elevation and will be shorter than the stepped route that runs around the back of the turning area.

- 2.7 A formal uncontrolled pedestrian crossing, comprising dropped kerbs and tactile paving, has been introduced on Crossland Road, close to the south-east corner of the proposed building, to enable pedestrians to cross to the footway on the opposite side of Crossland Road, which is on the desire line to/from Mill Lane. Pedestrians are likely to take the footway around the south and east sides of Crossland Road as their preferred route when travelling between Crossland Road and Mill Lane, rather than the footway around the north and west sides of Crossland Road, as it leads directly to a gap between Crossland Road and Mill Lane, between the application site's existing boundary wall and the building to the east.
- 2.8 It is proposed to retain a route for pedestrians immediately adjacent to the new building's eastern elevation, which must be stepped as the original proposals because the change in level between the exiting footway at the south-east corner of the proposed building and the proposed level at the back of the turning area at the end of Crossland Road is too great for a ramped footway that would meet accessibility criteria. There is also a need for this route to provide access to/from the proposed building via external doors in the building's east elevation and therefore external ground levels must accord with the proposed building's internal finished floor level.
- 2.9 All alterations proposed to the public highway will be funded by the development and delivered via a legal agreement under Section 278 of the Highways Act. Details will be agreed with RBC at the appropriate time in the development planning process.
- 2.10 Soft landscaping located within the public highway will be privately maintained under a licence arrangement with RBC at no cost to the Council.

Land Dedication and Stopping-up of Highway Land

- 2.11 Some dedication of land currently within the ownership of the applicant will be required to deliver a continuous pedestrian route around the east side of the proposed building and to the rear of the turning area on Crossland Road.
- 2.12 Some stopping-up of land that is currently public highway will also be required to extinguish highway rights on land required to facilitate the development at the eastern end of the site, adjacent to Crossland Road. This land is no longer required to be public highway.
- 2.13 The drawing at Appendix C shows the extent of land dedication and stopping-up of highway land that is required to facilitate the development. Discussions have been held with officers at RBC regarding the extent of land dedication and stopping-up of highway land required and the proposals in this respect have been agreed, in principle.
- 2.14 Land dedication will occur via a legal agreement under Section 38 of the Highways Act, most likely combined with the Section 278 agreement referenced above.
- 2.15 The stopping up of highway land will be processed via Section 247 of the Town and Country Planning Act and an application will be made after planning permission has been granted.

Car and Cycle Parking

Car Parking

- 2.16 Following discussions with officers at RBC, it has been agreed that no car parking is required to serve the development, which it has been accepted can be entirely car-free without detriment to highway safety, in compliance with RBC's "*Revised Parking Standards and Design Supplementary Planning Document*". Therefore, the proposal to provide three accessible parking spaces in the north-eastern corner of the site and four parking bays for essential cars users residing in the affordable housing element of the development that were proposed on-street on Crossland Road have been omitted from the revised scheme.
- 2.17 Although no car parking will be provided on-site, residents and visitors who are Blue Badge holders will be eligible to park on-street in the local area, either in marked bays, such as those along the north side of Crossland Road, or elsewhere, including at locations where waiting restrictions are in place, in the usual way. Data from the RBC presented in Table 6 of the Transport Assessment submitted with the original planning application confirms that the nine existing pay-and-display parking bays on Crossland Road were never fully occupied during 2023, with a maximum of five or six vehicles parked at the same time on only three days of the year with fewer vehicles parked at all other times. As such, capacity exists to park on-street locally and Blue Badge holders would be eligible to park in the pay-and-display bays free of charge and for an unlimited period.
- 2.18 In response to discussions with officers at RBC, the Car Club car parking bay previously proposed on Mill Lane has been relocated to Crossland Road and it is proposed to provide an electric vehicle charger for use by any Car Club vehicle parked in this location. A Traffic Regulation Order (TRO) will be required to alter the on-street parking arrangements on Crossland Road. The TRO application will be processed at the same time as the Section 38/278 agreement required for the highway works with the cost of the application and implementation met by the development.

Cycle Parking

- 2.19 Cycle parking provision has reduced in line with the reduction in residential units proposed and remains in compliance with RBC standards.

Servicing and Refuse Collection

- 2.20 No changes to the servicing and refuse collection arrangements from the public highway have been necessary in response to the revised scheme.
- 2.21 Refuse collection will take place on Letcombe Street, to the immediate south-west of the site, and via the existing turning head at the end of Crossland Road, to the immediate north-east. A swept path drawing for an 8.75m refuse vehicle collection stopping at two points on Letcombe Street and then turning left into Crossland Road, travelling to the end of the road, using the turning head and then egressing in a forward gear is provided at Appendix D. For further waste management details, refer to the separate Operational Waste Management Strategy, which has been updated to reflect the revised proposals and is submitted as part of the planning application.
- 2.22 Deliveries to the development will take place from Crossland Road via the existing turning head. Delivery vehicles will reverse up to the proposed development to drop off items and then egress in a forward gear, as shown on the relevant swept path drawing at Appendix D. The drawings show that it is possible for up to three vehicles to deliver to the development at the same time.

Emergency Access

- 2.23 No changes to the emergency access arrangements have been necessary in response to the revised scheme. Emergency vehicle access complies with the Building Regulations 2010 Volume 1. Emergency vehicles will be able to travel along Crossland Road, manoeuvre within the existing turning head and then depart in a forward gear as demonstrated by the relevant swept path drawing at Appendix D. This arrangement will enable a fire tender to park within the requirement maximum distance of 45m from all of the proposed residential units, in accordance with the Building Regulations 2010 Volume 1.

Street Lighting

- 2.24 Amendments to the proposed street lighting scheme on Mill Lane have been made to address comments from RBC. A separate Addendum Lighting Statement has been prepared by specialists, Designs for Lighting Ltd. This addendum will replace the lighting proposals included in Appendix F of the Transport Assessment submitted with the original planning application.

Construction Logistics

- 2.25 The planning application is accompanied by a separate framework Construction Management Plan (CMP) which includes a Traffic Management Plan that clearly defines the pedestrian and vehicular routes that are proposed throughout the construction programme. No changes to CLP have been necessary in response to the revised scheme, and it is expected that this matter will be adequately controlled by planning condition.

Travel Plan

- 2.26 The planning application is accompanied by a separate framework Residential Travel Plan. No changes to Travel Plan have been necessary in response to the revised scheme, and it is expected that this matter will be adequately controlled by planning condition.

3.0 Development Trip Generation and Transport Impact

- 3.1 The Transport Assessment submitted with the original planning application set out the development trip generation based on the proposals current at that time, which comprised 215 dwellings. There was no objection from RBC to the original scheme in terms of trip generation or transport impact.
- 3.2 A reduction in the number of dwellings to 170 units as now proposed will reduce the trip generation of a pro rata basis.
- 3.3 Table 1 below sets out the agreed multi-modal trip rates taken from Table 7 of the original Transport Assessment whilst Table 2 below estimates the trip generation for a scheme of 215 dwellings, as per Table 8 of the original Transport Assessment. Table 3 below sets out the reduced multi-modal trip generation for a scheme of 170 dwellings.

Table 1: Multi-modal trip rates for residential use (two-way)

	Multi-Modal Trip Rates (trips per dwelling)		
	AM Peak (08:00 – 09:00)	PM Peak (18:00 – 19:00)	Daily (00:00 – 24:00)
Vehicle occupants	0.038	0.026	0.420
Pedestrians	0.128	0.150	1.919
Cyclists	0.017	0.021	0.130
Public transport users	0.455	0.485	3.898
Total People	0.639	0.683	6.366

Table 2: Multi-modal trip generation for 215 dwellings (two-way)

	Multi-Modal Trip Generation (215 dwellings)		
	AM Peak (08:00 – 09:00)	PM Peak (18:00 – 19:00)	Daily (00:00 – 24:00)
Vehicle occupants	8	6	90
Pedestrians	28	32	413
Cyclists	4	5	28
Public transport users	98	104	838
Total People	138	147	1,369

Table 3: Multi-modal trip generation for residential use – 170 dwellings

	Multi-Modal Trip Generation (170 dwellings)		
	AM Peak (08:00 – 09:00)	PM Peak (18:00 – 19:00)	Daily (00:00 – 24:00)
Vehicle occupants	6	4	71
Pedestrians	22	26	326
Cyclists	3	4	22
Public transport users	77	82	663
Total People	109	116	1,082

- 3.4 The expected vehicle movements to and from the car-free development will be very low during the morning and afternoon peaks, as shown in Table 3, with the proposed reduction in units from 215 to 170 dwellings resulting in a proportional reduction in trip generation as noted above.

- 3.5 Furthermore, the removal of the parking spaces previously proposed, as described in paragraph 2.16 of this report, will limit the number of vehicle movements to and from the development, although some vehicle movements will be generated by the proposals, including taxis, delivery vehicles and service vehicles.
- 3.6 The number of pedestrian and cycling movements anticipated to arise from the proposed development could be easily accommodated within the surrounding transport network.
- 3.7 Therefore, overall, it is not expected that the proposed residential development will have any material impact on the existing and surrounding transport network.
- 3.8 As noted in Chapter 2, the planning application is accompanied by a Construction Management Plan (CMP). The CMP considers the amount of construction traffic generated, the route construction vehicles will use, and any associated traffic management measures. It is expected that this matter will be adequately controlled by planning condition.



4.0 Summary & Conclusion

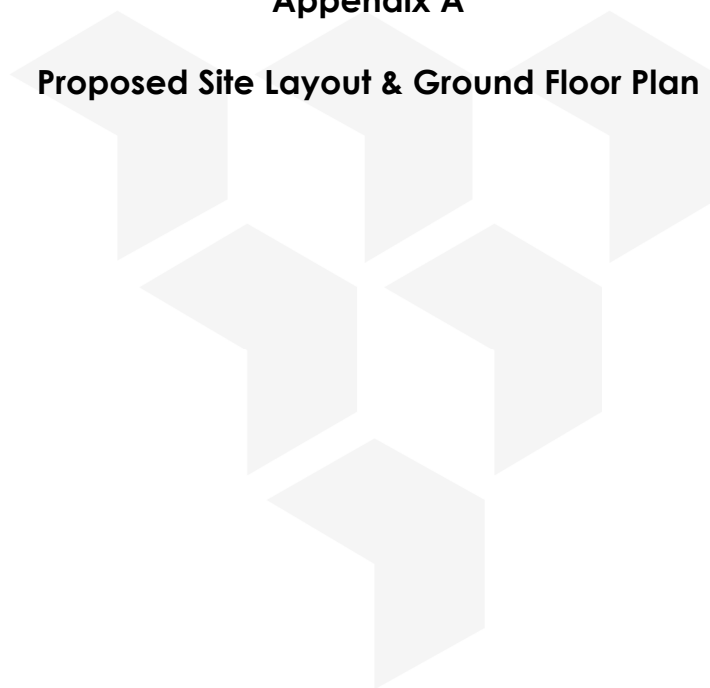
- 4.1 This report has been prepared as an addendum to the Transport Assessment that was prepared and submitted with a planning application for the redevelopment of the former John Lewis depot, Letcombe Street, Reading (also known as JLP Mill Lane). The RBC planning application reference is PL/24/1155.
- 4.2 A number of changes to the development proposals have been made following the submission of the original planning application. The revised scheme has resulted in the following key proposed changes from the submitted application to the current revised scheme:
- Reduction from 215 to 170 units.
 - Changes to proposed height and massing, including – reduction along Mill Lane frontage from max. GF+10 storeys to max. GF+7 storeys, stepping down to GF+5 storeys along Crossland Road to the south and east towards the Conservation Area. Small 'nib' introduced at eastern end adjacent to Central Club.
 - Updates to detailed elevation design, including – revisions relating to brickwork detailing, metal cladding, parapet line, introduction of Juliet balconies to part of Mill Lane frontage, and further articulation along frontage.
 - Setting back building along Letcombe Street to introduce greening and setting back of 'middle finger' on Crossland Road to unify garden spaces.
 - Introduction of 4 no. ground floor apartments with defensible space to Crossland Road.
 - Updates to proposed unit mix (see below).
 - Internal changes to ground floor layout including relocation of flexible community space.
 - Removal of bin chutes throughout.
 - Removal of disabled car parking provision and on-street 'essential use' car parking spaces.
 - Increased greening and improved pedestrian footway arrangements to eastern side of Crossland Road.
- 4.3 It is concluded that the development will prioritise sustainable transport modes, will achieve safe and suitable access to the site for all users, will not have a detrimental impact on highway safety and will not result in residual transport impacts that could be regarded as severe. Therefore, the Highway Authority should have no objection to the approval of the planning application and the development should not be prevented or refused on highways grounds, in accordance with the National Planning Policy Framework, December 2024

Appendices



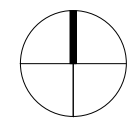
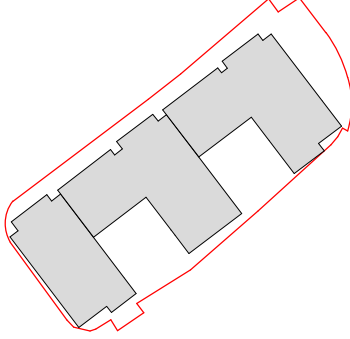
Appendix A

Proposed Site Layout & Ground Floor Plan





Proposed Ground Floor Plan
Scale - 1 : 200

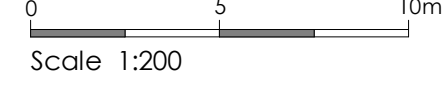


C.02 Updated Planning Issue
C.01 Planning Issue
Rev: Des:

MK 30/06/25 AM
MK 10/05/24 AM
By Date Ch

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A1



Scale 1:200

Client:



Project:
FORMER JOHN LEWIS DEPOT,
LETCOMBE STREET, READING
(ALSO KNOWN AS JLP MILL LANE)

Title:
Proposed Ground Floor Plan

Scale:
1 : 200 @ A1

Date:
30/06/25

Drawing No:
08278-CJA-ZZ-00-DR-A-0200

JLP No:
08278
Job No:
35054

Drawn By:
MK

Checked by:
AM

Revision
C.02

Carey Jones Chapman Tolcher

Studio 104, 338 Goswell Road
London EC1V 7LQ

Tel +44(0)20 7269 9400

www.cjctstudios.com

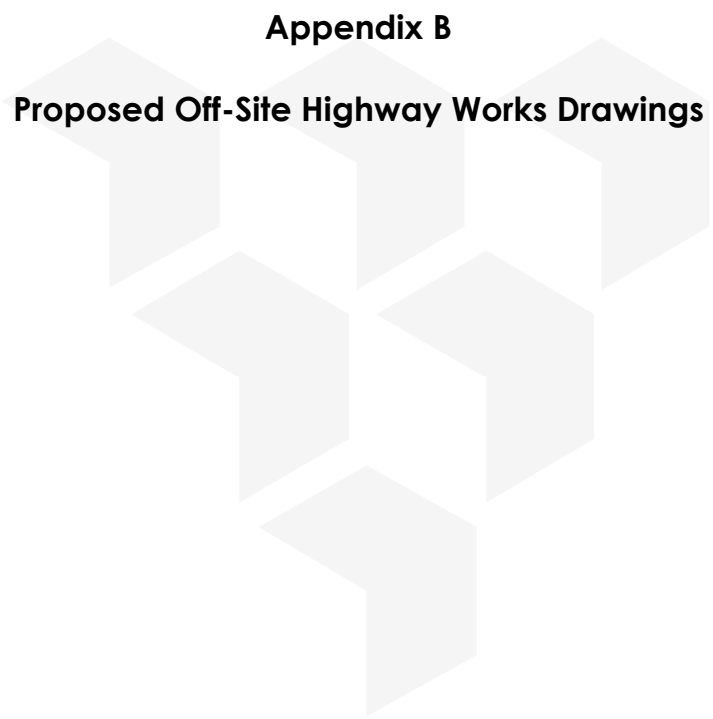
Email info@cjctstudios.com

Studio 2, 56 Wellington Street
Leeds, LS1 2EE

Tel +44(0)113 224 5000

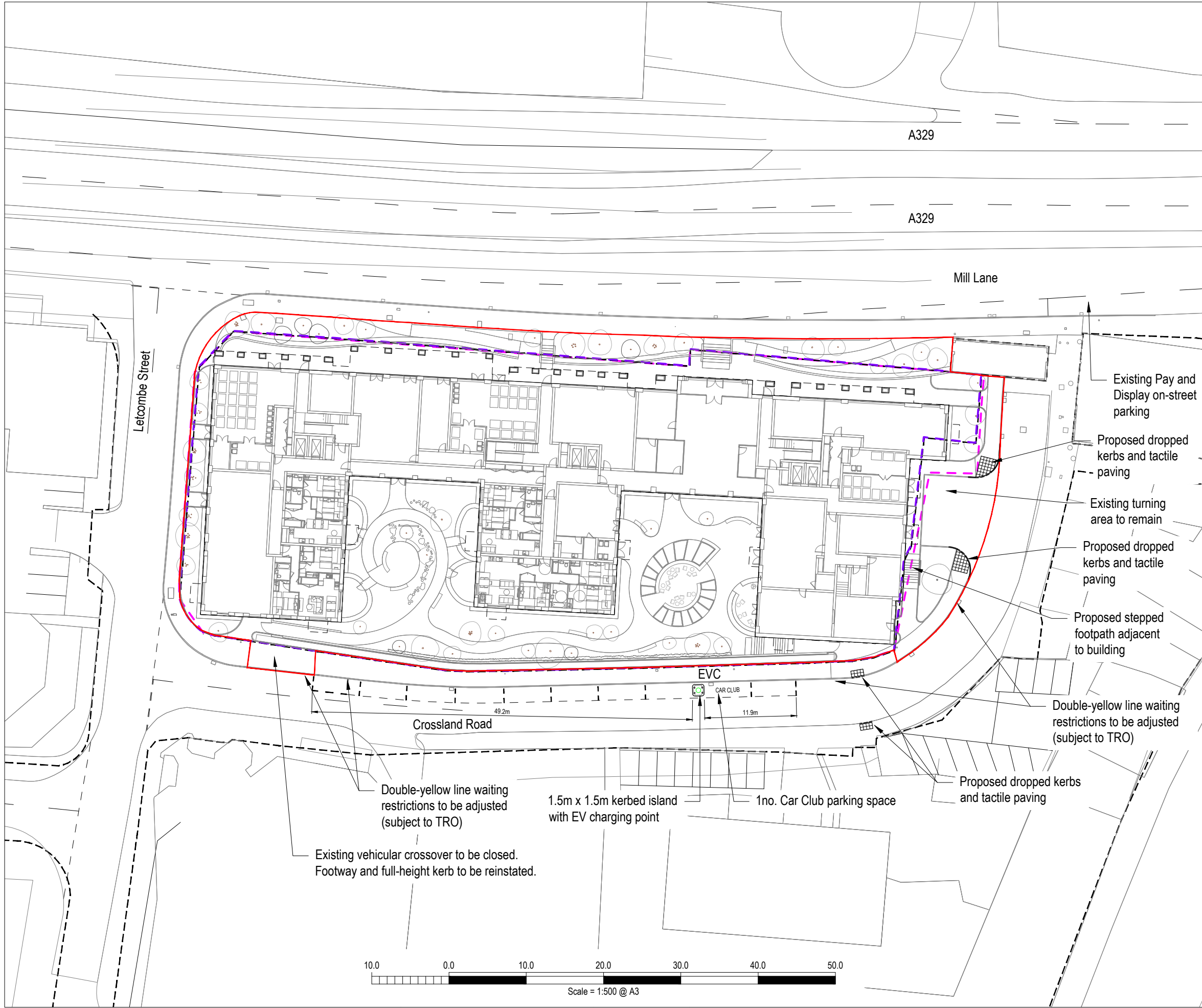
Status:
AP

PLANNING



Appendix B

Proposed Off-Site Highway Works Drawings



NOTES

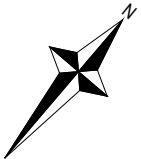
1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

Source: Camlins Drawing number SY743-000-0001

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- KEY**
- Extent of existing public highway
 - Planning application boundary
 - - - Extent of ownership
 - EVC EV charging point



J	Kerb radii amended. Pedestrian crossing distance across turning head reduced.	16/06/2025	DS	JB
I	New stepped footpath adjacent to proposed building shown to eastern elevation. Dropped kerbs and tactile paving shown.	13/06/2025	DS	JB
H	New footpath ramps adjacent to proposed building and around turning head shown.	14/05/2025	DS	JB
G	New footpath adjacent to proposed building and around turning head shown. Pedestrian route across turning head removed.	07/05/2025	DS	JB
F	Site layout updated. Pedestrian route across turning head amended.	29/04/2025	DS	JB
E	Site layout updated. Parking provision revised. EV charging locations added.	09/04/2025	DS	JB

Rev.	Description	Date	By	Chkd
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Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

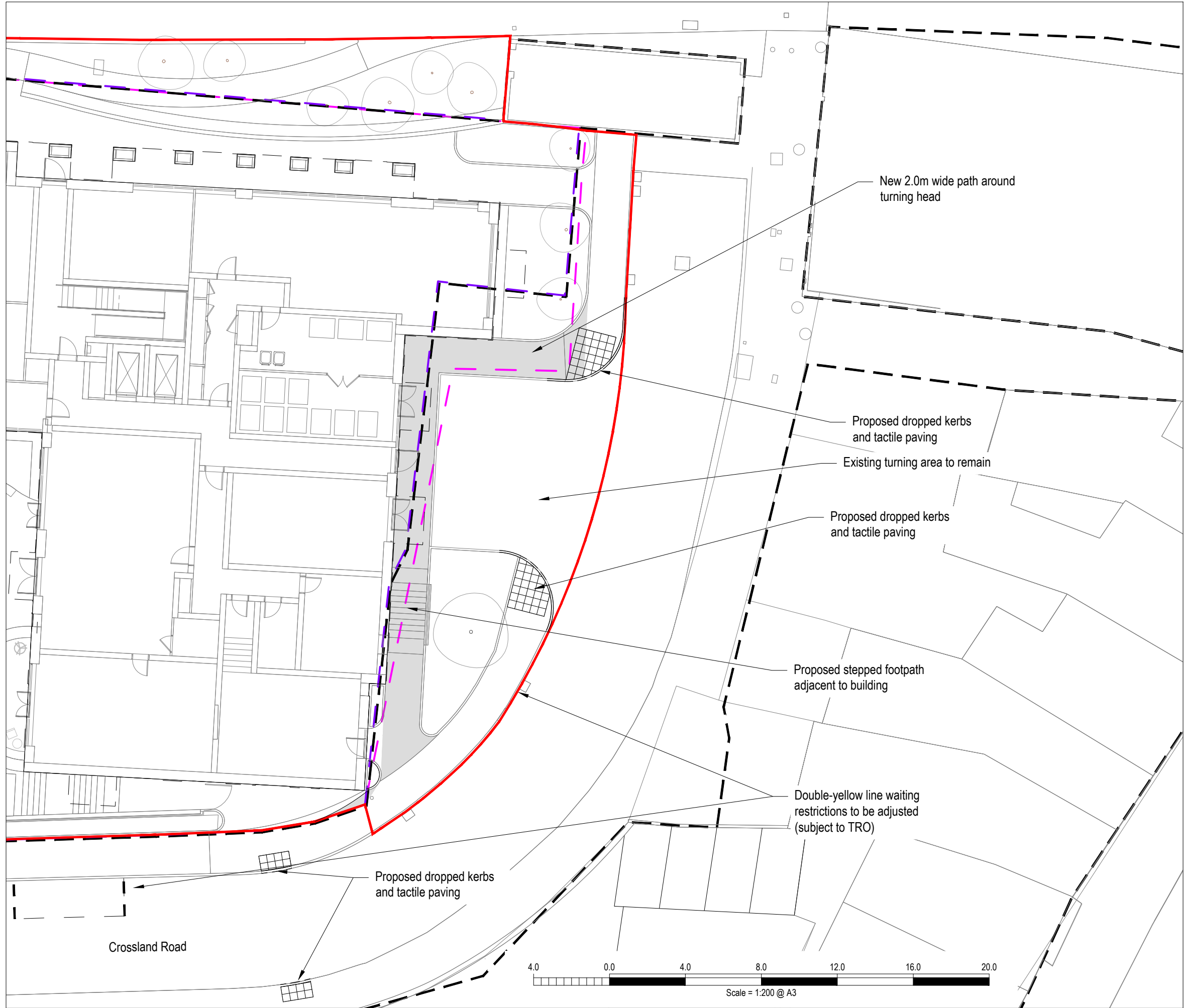
 Hertfordshire

 Oxfordshire

 Cambridgeshire

 Bristol

Client :	John Lewis Partnership BTR Ltd
Project :	Former John Lewis Depot, Letcombe Street, Reading (Also Known As JLP Mill Lane)
Title :	Crossland Road General Arrangement
Engineer : D. Strange	Date : April 2024
Director : J. Birch	Scale : 1:500 @ A3
Status :	PRELIMINARY
Drawing No.	8230634/6103
Rev	J



NOTES

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KEY

— Extent of existing public highway

— Planning application boundary

— Extent of ownership

■ New 2.0m wide footpath around turning head

North Arrow

C	Kerb radii amended. Pedestrian crossing distance across turning head reduced.	16/06/2025	DS	JB
B	New stepped footpath adjacent to proposed building shown to eastern elevation. Dropped kerbs and tactile paving shown.	13/06/2025	DS	JB
A	New footpath adjacent to proposed building and around turning head shown. Pedestrian route across turning head removed.	07/05/2025	DS	JB

Rev.	Description	Date	By	Chkd
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Glanville
Survey > Plan > Engineer



Civil Engineering



Structural Engineering



Transport Planning



Highways Engineering



Building Surveying



Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :
John Lewis Partnership BTR Ltd

Project : **Former John Lewis Depot,
Letcombe Street, Reading
(Also Known As JLP Mill Lane)**

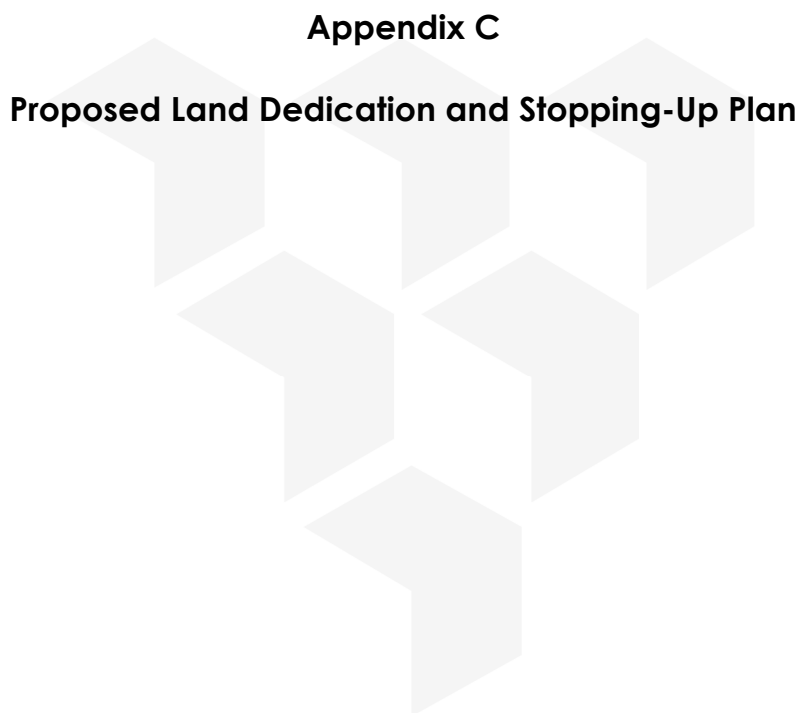
Title : **Crossland Road
Proposed Arrangement**

Engineer : D. Strange Date : April 2025

Director : J. Birch Scale : 1:200 @ A3

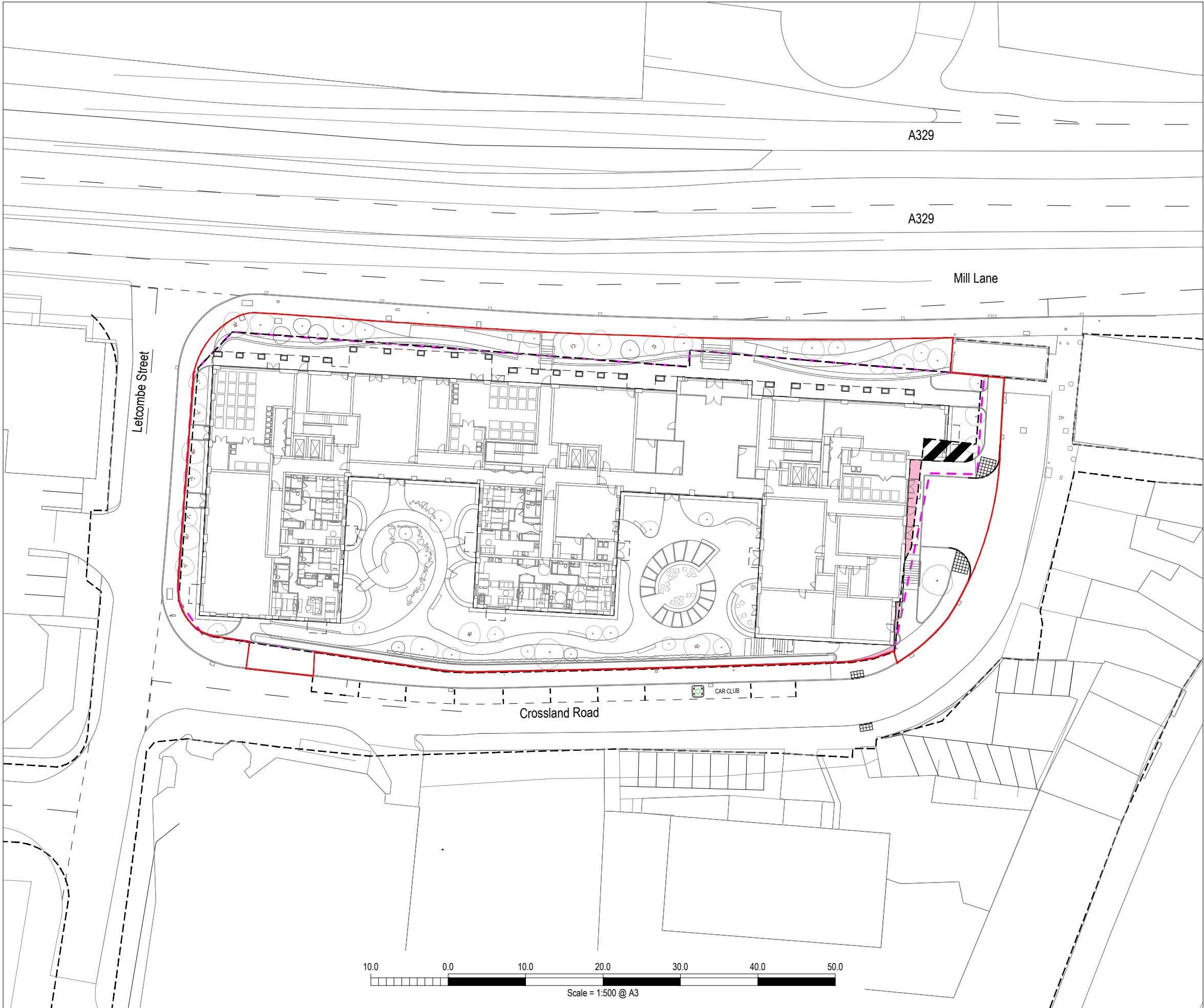
Status : PRELIMINARY

Drawing No.	8230634/6105	Rev	C
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Appendix C

Proposed Land Dedication and Stopping-Up Plan



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

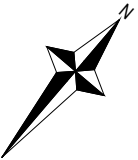
2. Dimensions are not to be scaled.

Source: Camlins Drawing number SY743-275-0001

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KEY

- Extent of existing public highway
- Extent of ownership
- Planning application boundary
- [Hatched Box] Area to be stopped-up
- [Pink Box] Land to be dedicated as public highway



D	Kerb radii amended. Pedestrian crossing distance across turning head reduced.	16/06/2025	DS	JB
C	Site layout updated. Extent of stopping-up amended. Land to be dedicated as public highway amended.	13/06/2025	DS	JB
B	Site layout updated. Extent of stopping-up amended. Land to be dedicated as public highway amended.	07/05/2025	DS	JB
A	Extent of stopping-up amended. Land to be dedicated as public highway shown.	29/04/2025	DS	JB
Rev.	Description	Date	By	Chkd



Civil Engineering

Structural Engineering

Transport Planning

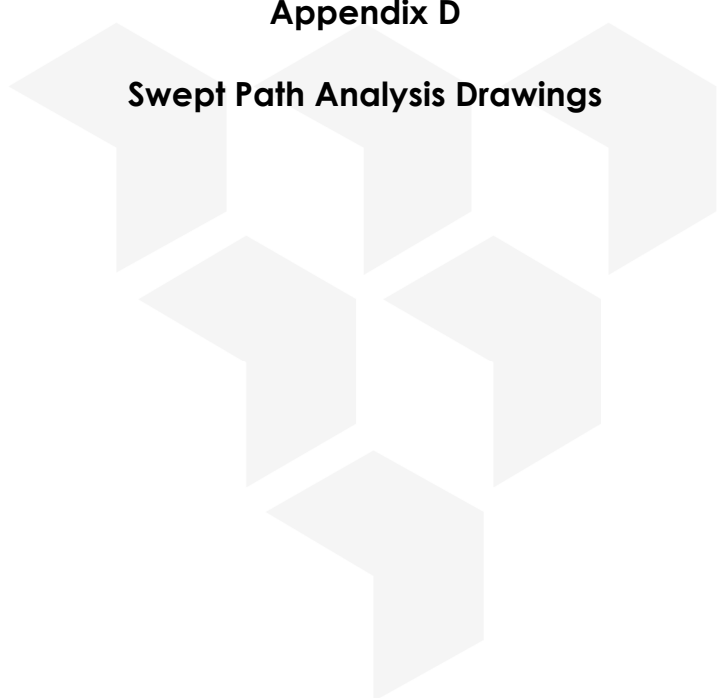
Highways Engineering

Building Surveying

Geomatics

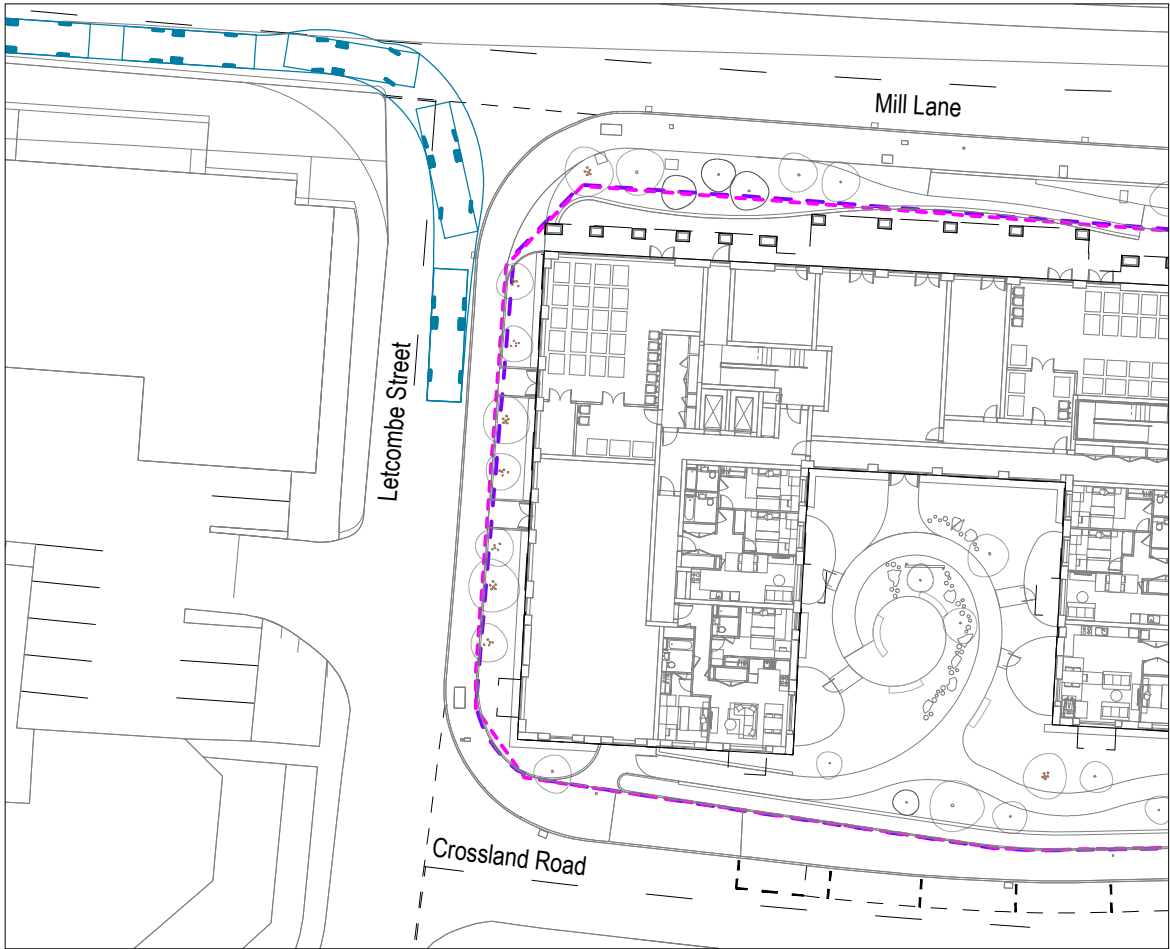
Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	John Lewis Partnership BTR Ltd
Project :	Former John Lewis Depot, Letcombe Street, Reading (Also Known As JLP Mill Lane)
Title :	Crossland Road Land Dedication and Stopping-Up Plan
Engineer : D. Strange	Date : April 2025
Director : J. Birch	Scale : 1:500 @ A3
Status :	PRELIMINARY
Drawing No.	8230634/6104
Rev	D

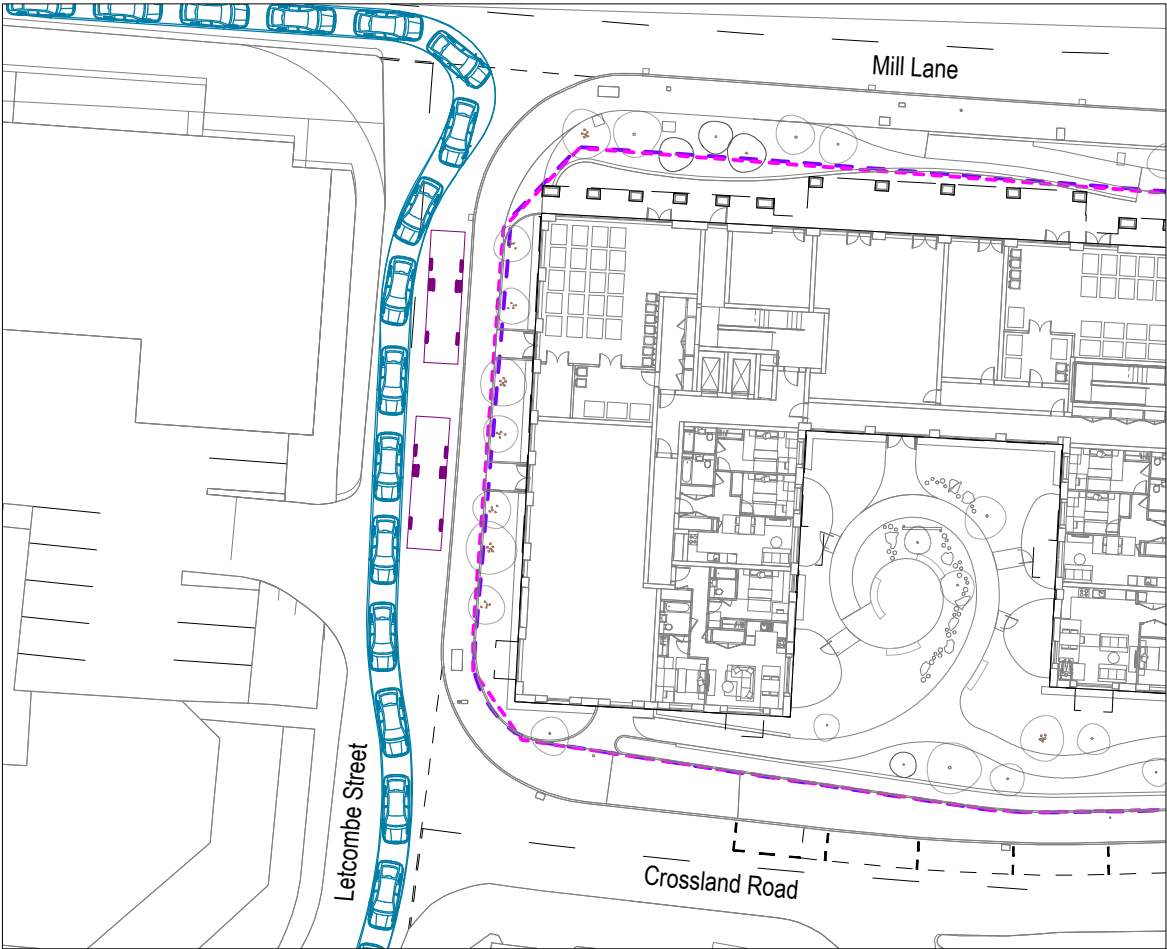


Appendix D

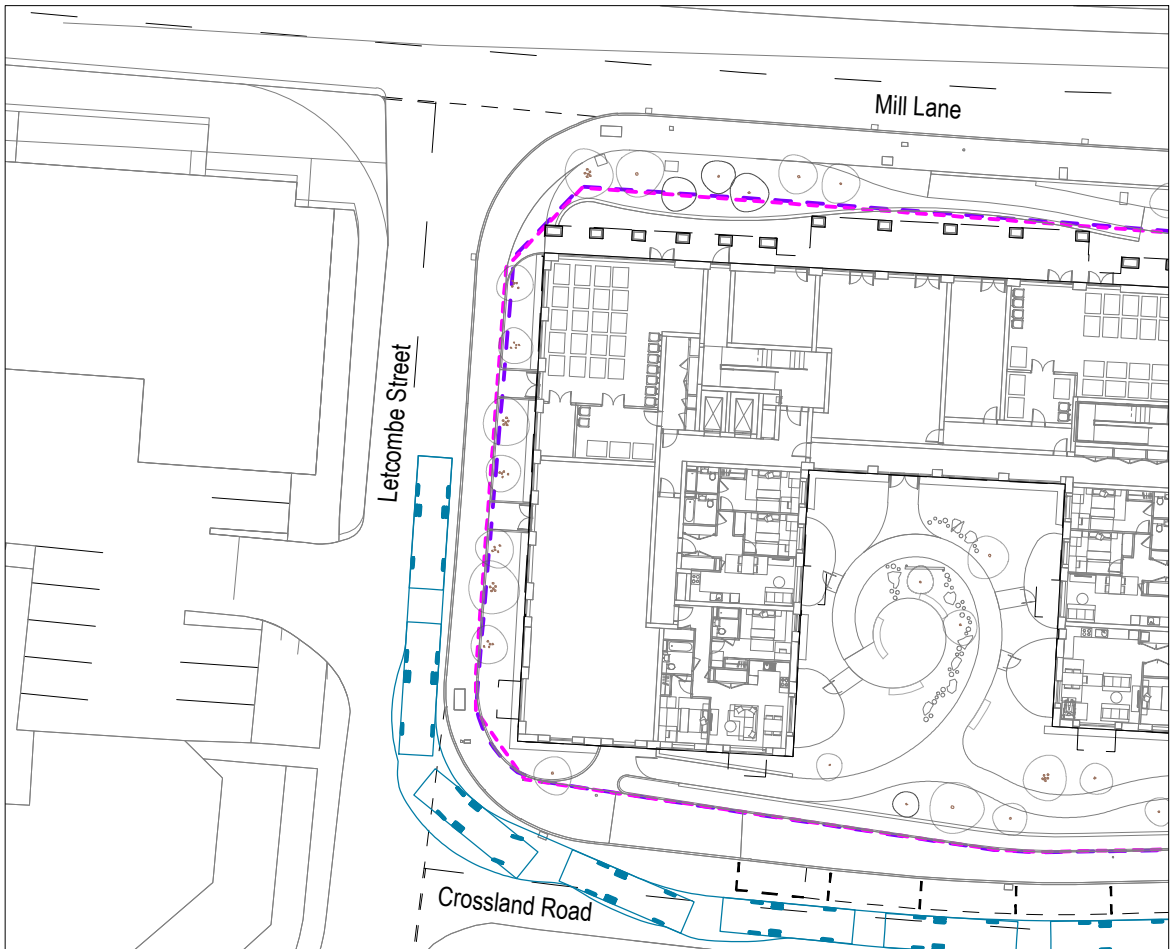
Swept Path Analysis Drawings



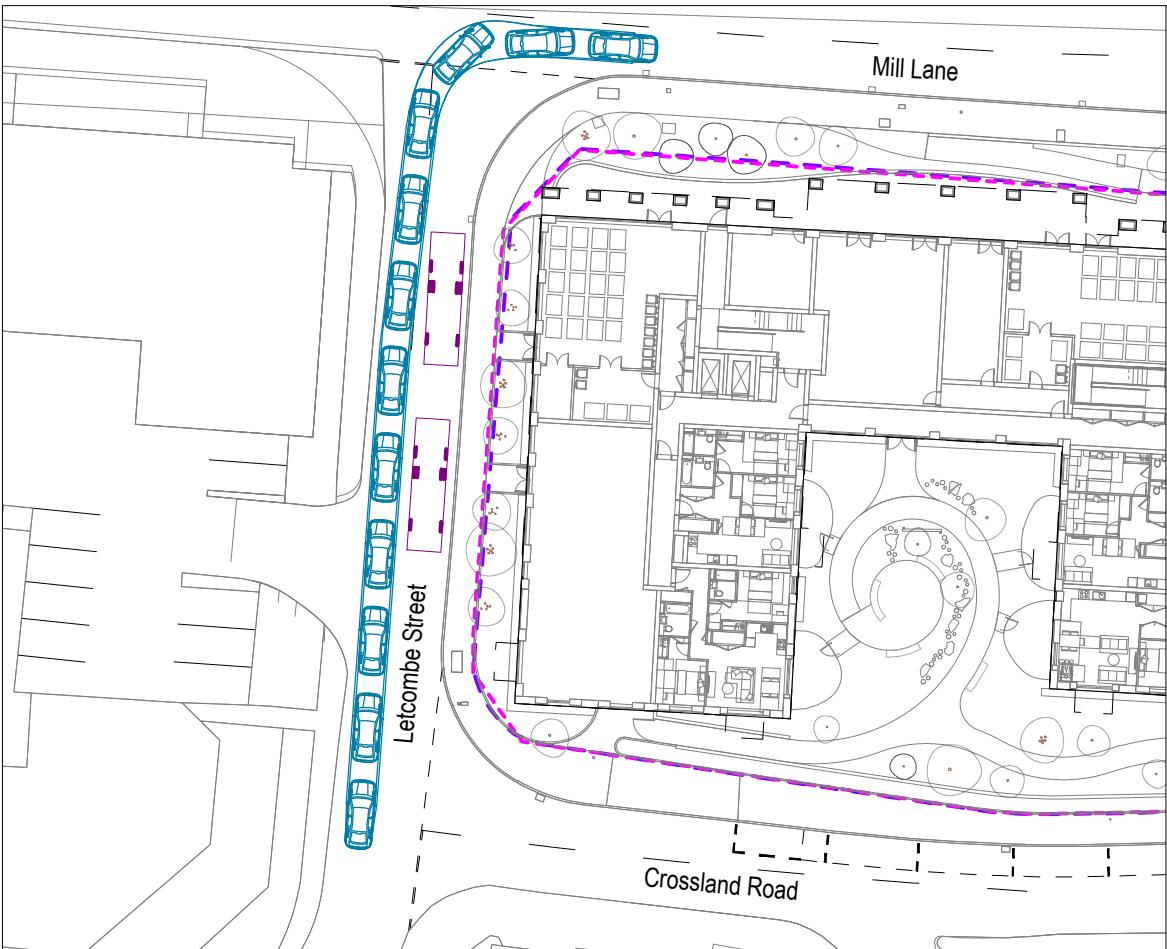
REFUSE VEHICLE - ARRIVAL



REFUSE VEHICLE - PARKED & CAR PASSING SOUTHBOUND



REFUSE VEHICLE - DEPARTURE



REFUSE VEHICLE - PARKED & CAR PASSING NORTHBOUND

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

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KEY



8.75m refuse vehicle - forward gear



8.75m refuse vehicle - reverse gear



Car - forward gear



G	Architects layout updated.	17/06/2025	DS	JB
F	Architects layout updated.	18/10/24	IK	CH
E	Crossland Road and site layout updated. Swept paths revised to suit.	01/05/24	DS	VW
D	Architects layout updated. Swept paths revised to suit.	11/04/24	TH	VW
C	Architects layout updated. Swept paths revised to suit.	14/02/24	TH	VW
Rev.	Description	Date	By	Chkd



-  Civil Engineering
-  Structural Engineering
-  Transport Planning
-  Highways Engineering
-  Building Surveying
-  Geomatics
- 

Client :
John Lewis Partnership BTR Ltd

Project :
Former John Lewis Depot,
Letcombe Street, Reading
(Also Known As JLP Mill Lane)

Title :
Letcombe Street
Swept Path Analysis
8.75m Refuse Vehicle

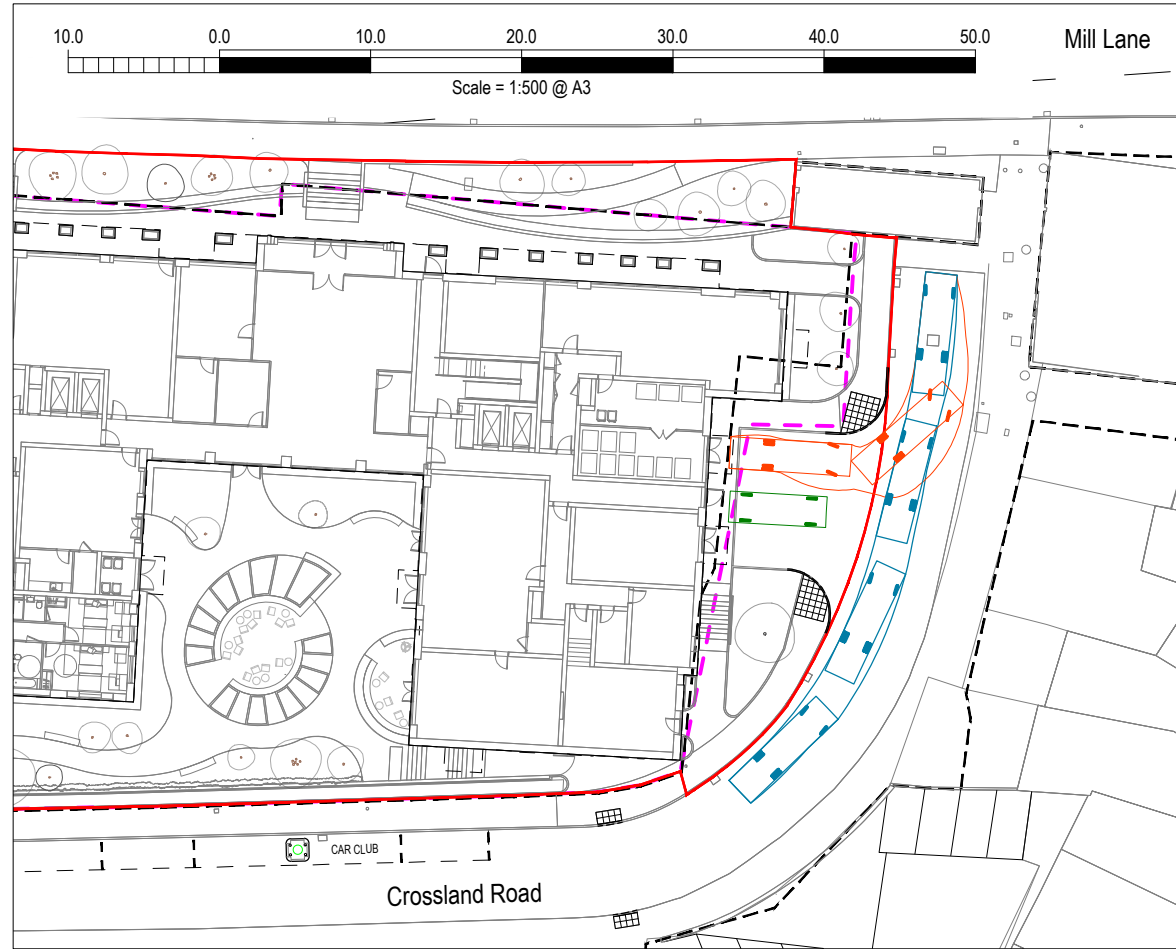
Engineer : T. Hart Date : September 2023

Director : J. Birch Scale : 1:500 @ A3

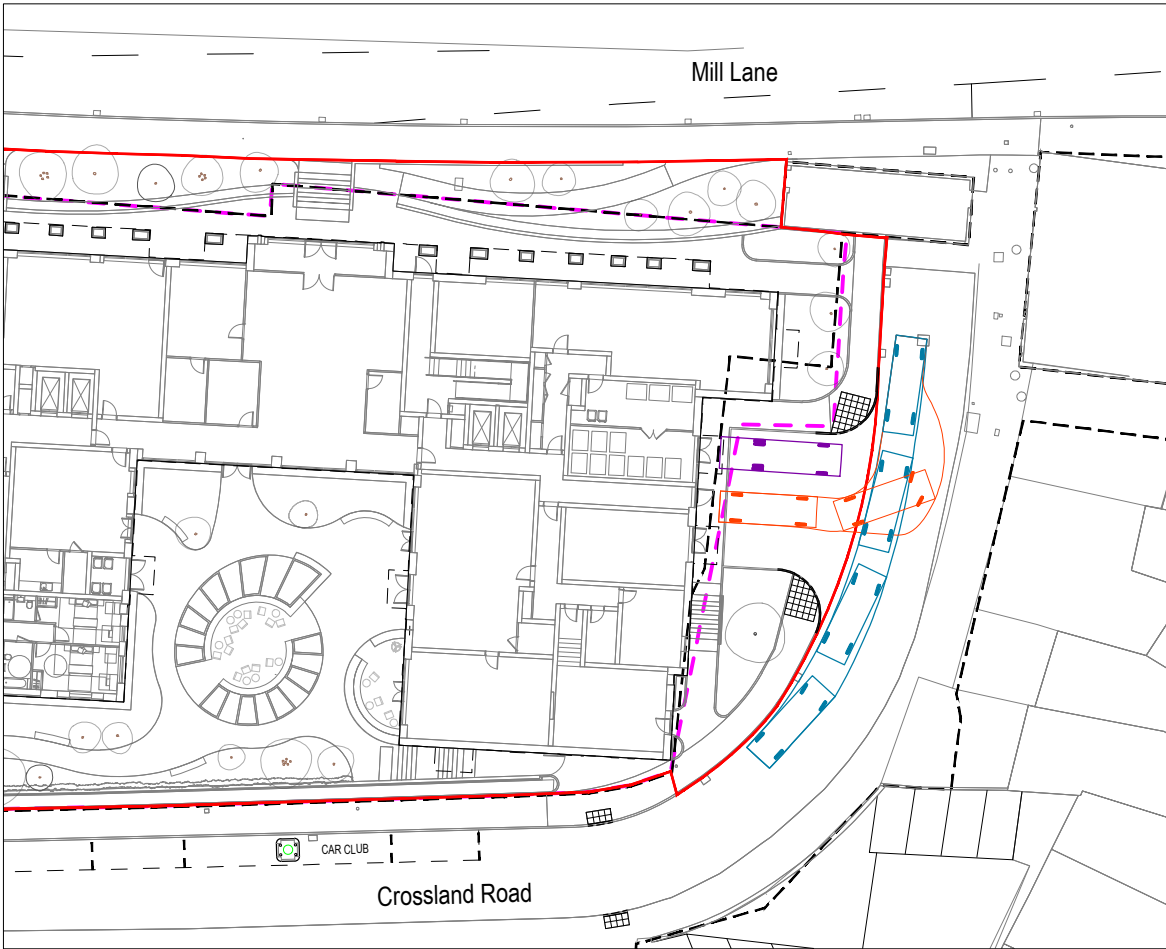
Status :
PRELIMINARY

Drawing No.
8230634/6203

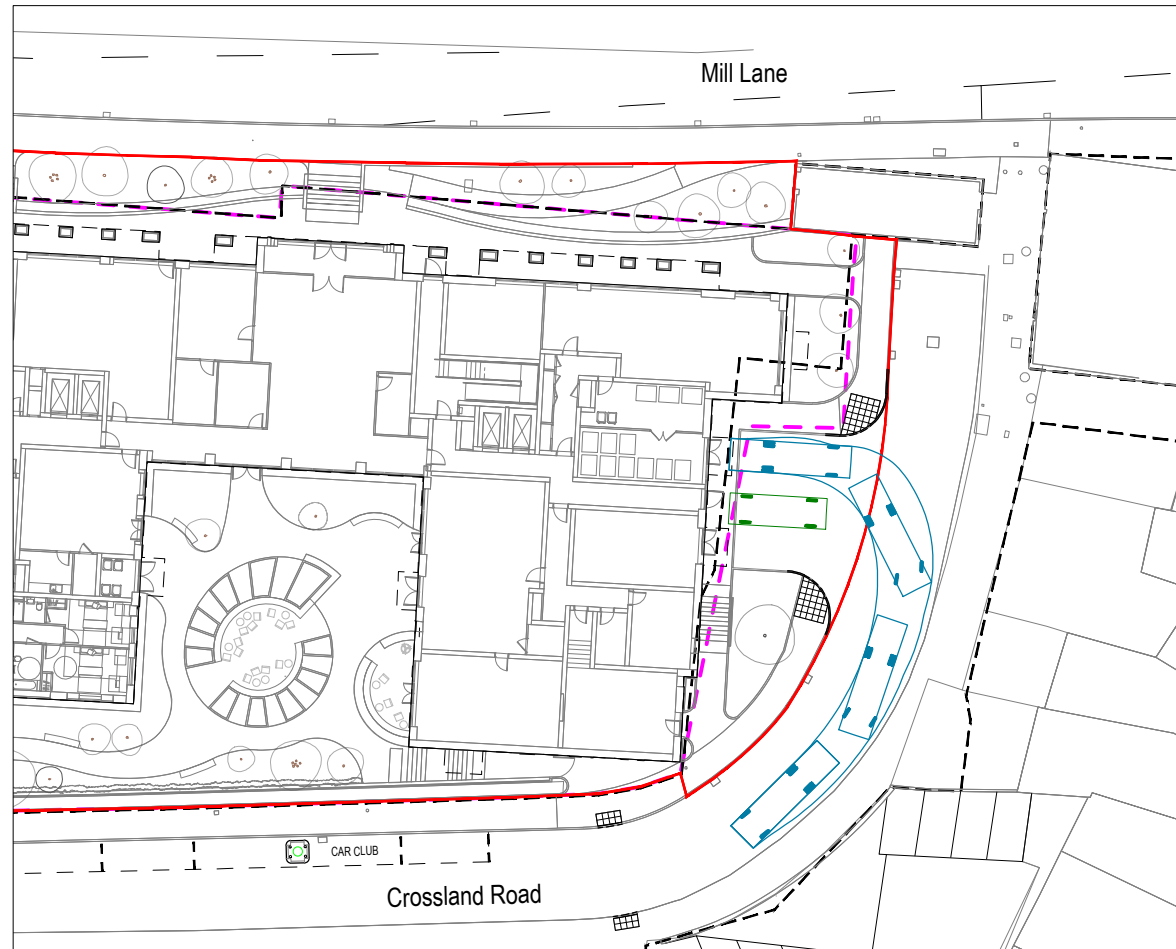
Rev
G



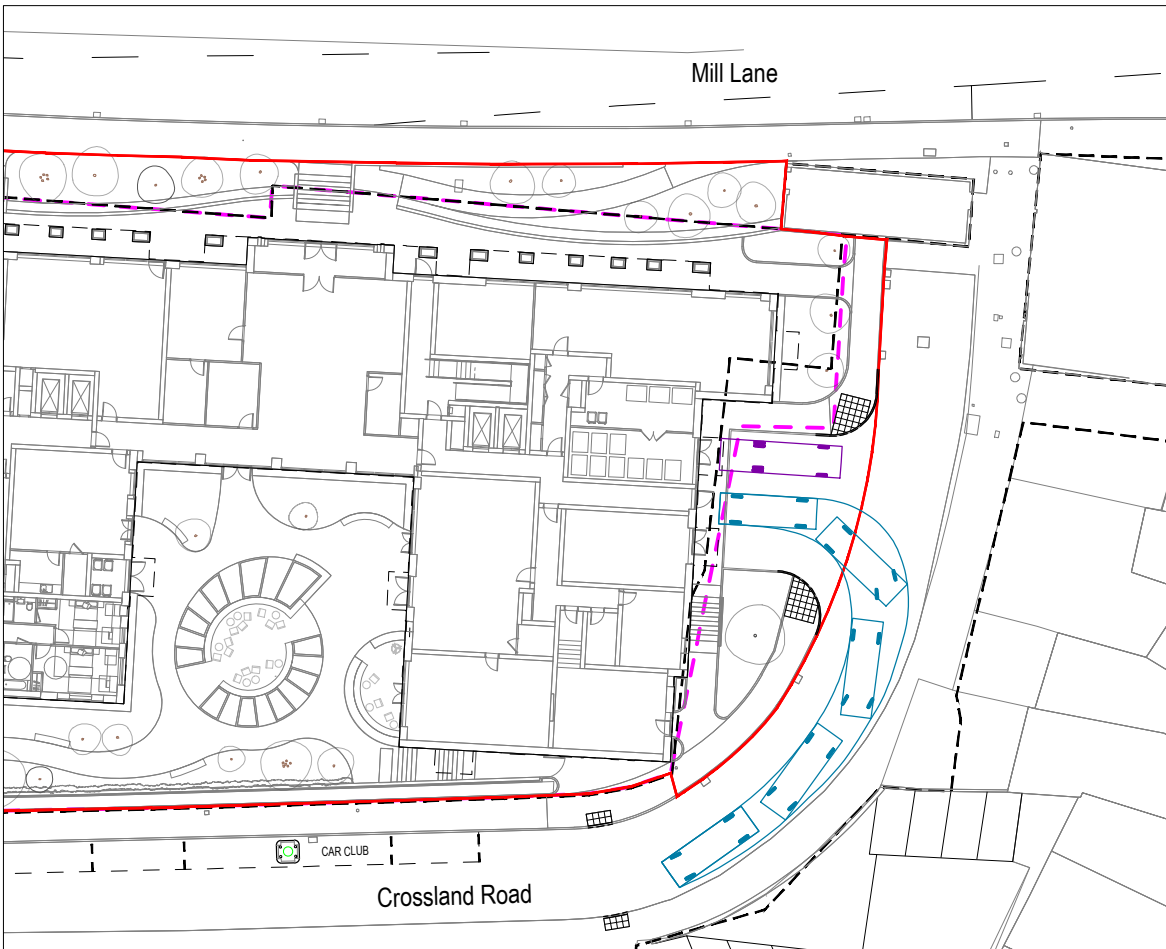
BOX VAN - ENTRY



HOME DELIVERY VEHICLE - ENTRY



BOX VAN - EXIT



HOME DELIVERY VEHICLE - EXIT

NOTES

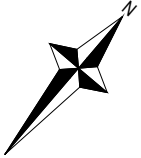
1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Camlins Drawing number SY743-000-0001

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KEY

- 8.0m Box van - forward gear
- 8.0m Box van - reverse gear
- 8.0m Box van - stationary
- Home delivery vehicle - forward gear
- Home delivery vehicle - reverse gear
- Home delivery vehicle - stationary



C	Kerb radii amended. Pedestrian crossing distance across turning head reduced.	16/06/2025	DS	JB
Rev.	Description	Date	By	Chkd



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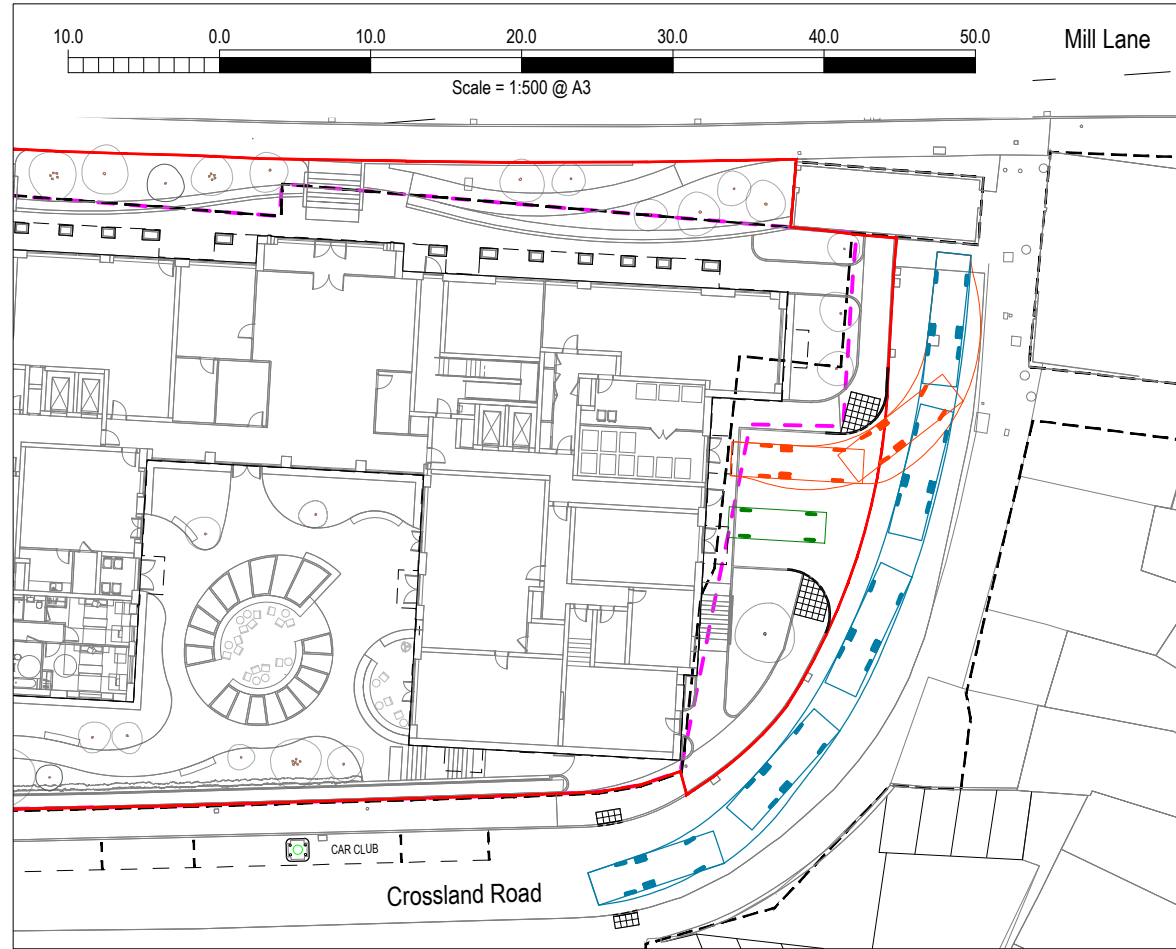
- Civil Engineering
- Structural Engineering
- Transport Planning

- Highways Engineering
- Building Surveying
- Geomatics

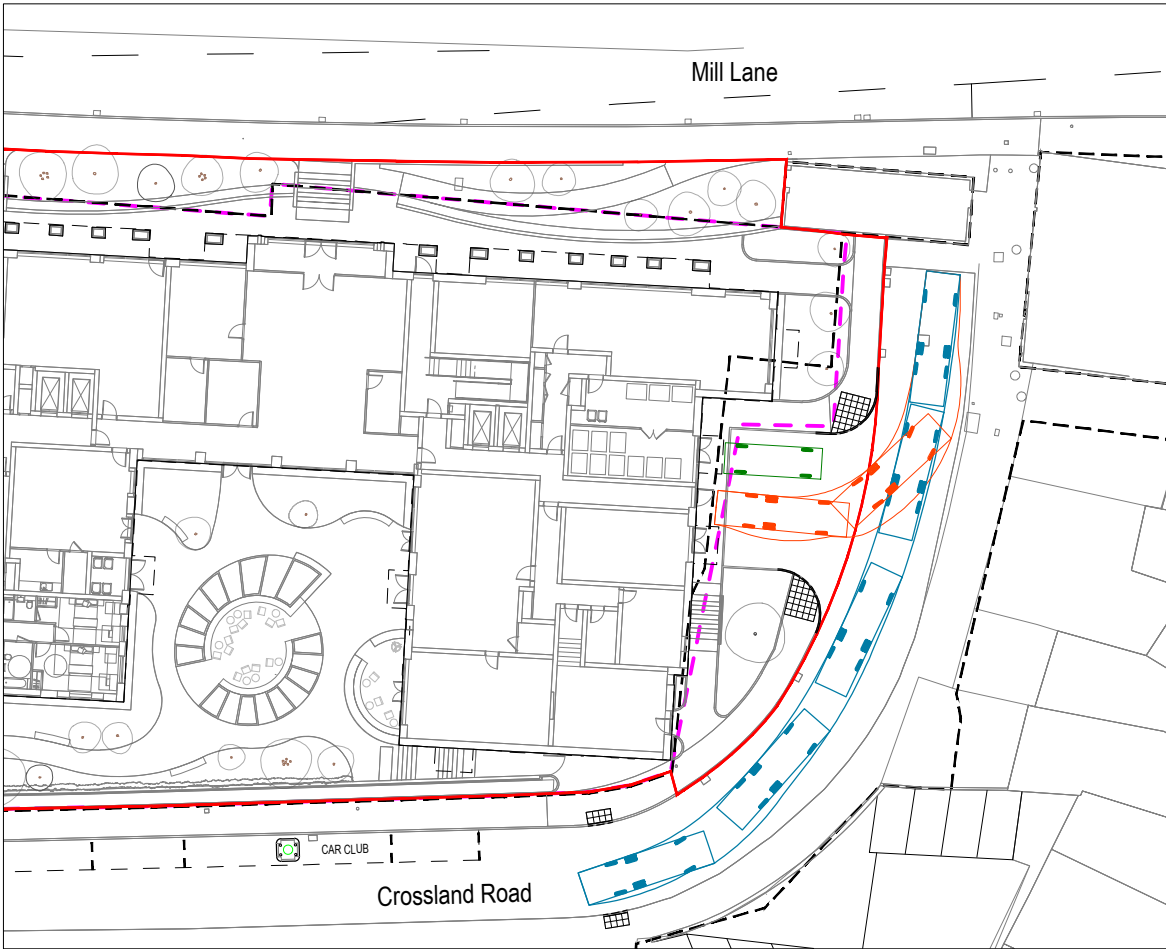
Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	John Lewis Partnership BTR Ltd		
Project :	Former John Lewis Depot, Letcombe Street, Reading (Also Known As JLP Mill Lane)		
Title :	Crossland Road Turning Head 8.0m Box Van & Home Delivery Vehicle Swept Paths		
Engineer :	D. Strange	Date :	April 2025
Director :	J. Birch	Scale :	1:500 @ A3
Status :	PRELIMINARY		

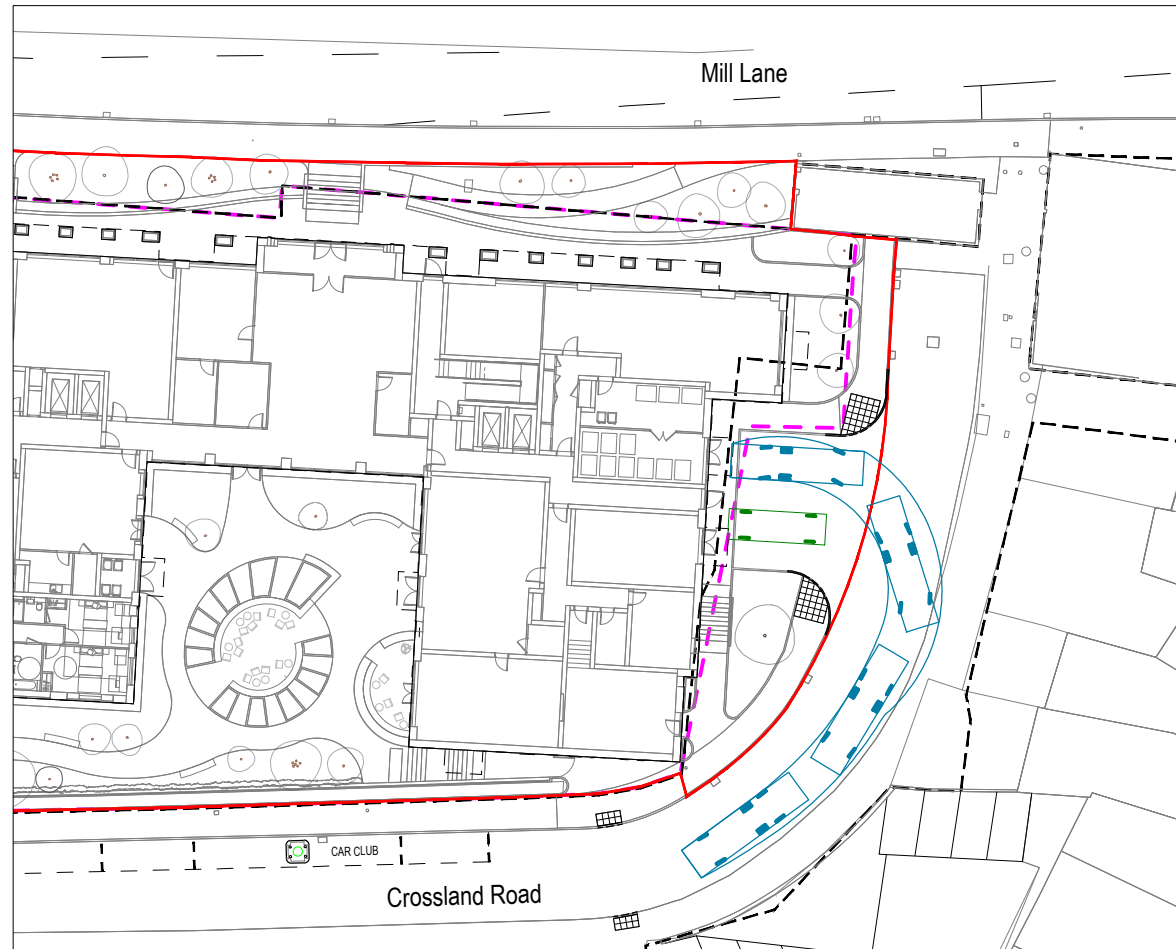
Drawing No.	8230634/6206	Rev	C
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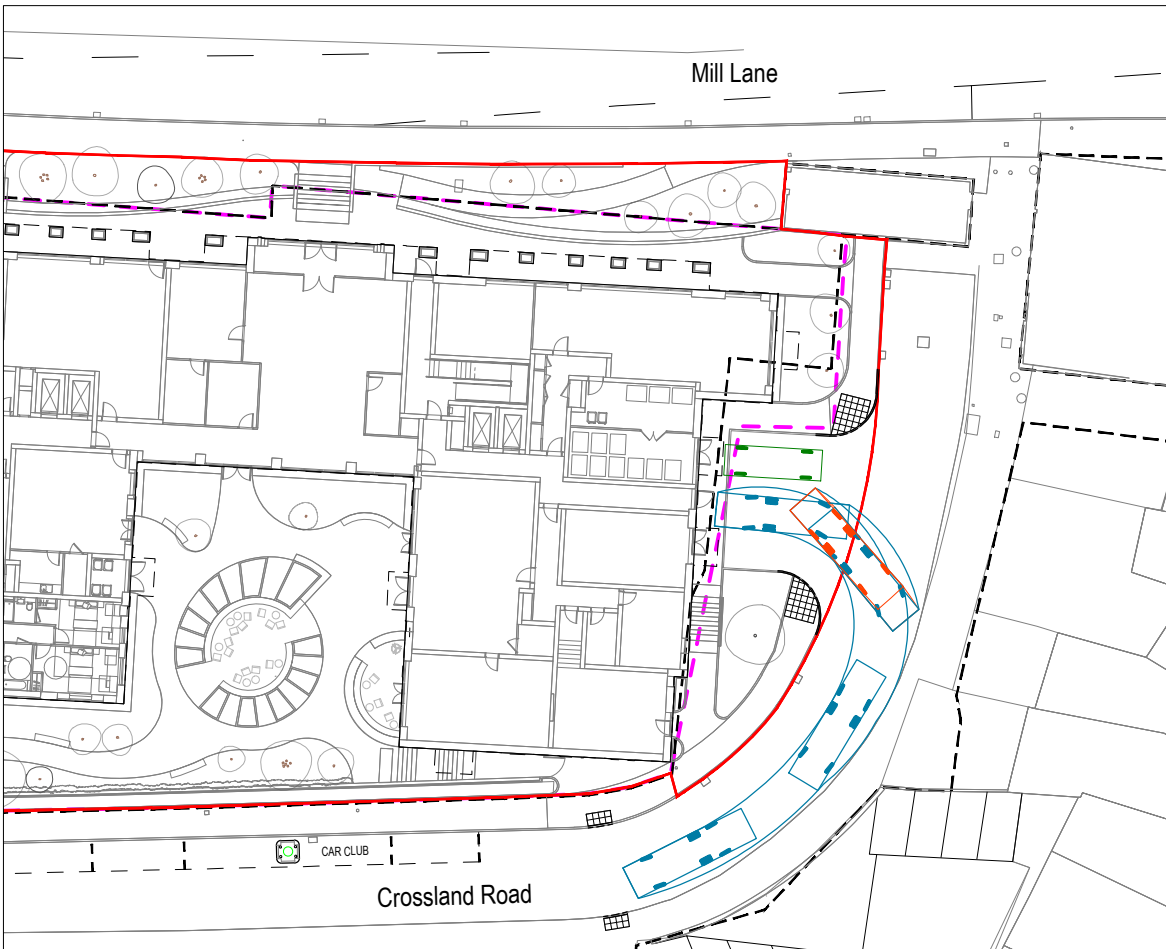
REFUSE LORRY - ENTRY (WITH STATIONARY HOME DELIVERY VEHICLE)



REFUSE LORRY - ENTRY (WITH STATIONARY HOME DELIVERY VEHICLE)



REFUSE LORRY - EXIT (WITH STATIONARY HOME DELIVERY VEHICLE)



REFUSE LORRY - EXIT (WITH STATIONARY HOME DELIVERY VEHICLE)

NOTES

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2. Dimensions are not to be scaled.

Source: Camlins Drawing number SY743-000-0001

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KEY

- 8.75m refuse vehicle - forward gear
- 8.75m refuse vehicle - reverse gear
- Home delivery vehicle - stationary

Rev. Description Date By Chkd

C	Kerb radii amended. Pedestrian crossing distance across turning head reduced.	16/06/2025	DS	JB
B	New stepped footpath adjacent to proposed building shown to eastern elevation. Dropped kerbs and tactile paving shown.	13/06/2025	DS	JB
A	New footpath adjacent to proposed building and around turning head shown. Pedestrian route across turning head removed.	07/05/2025	DS	JB

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- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

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Client :
John Lewis Partnership BTR Ltd

Project :
Former John Lewis Depot,
Letcombe Street, Reading
(Also Known As JLP Mill Lane)

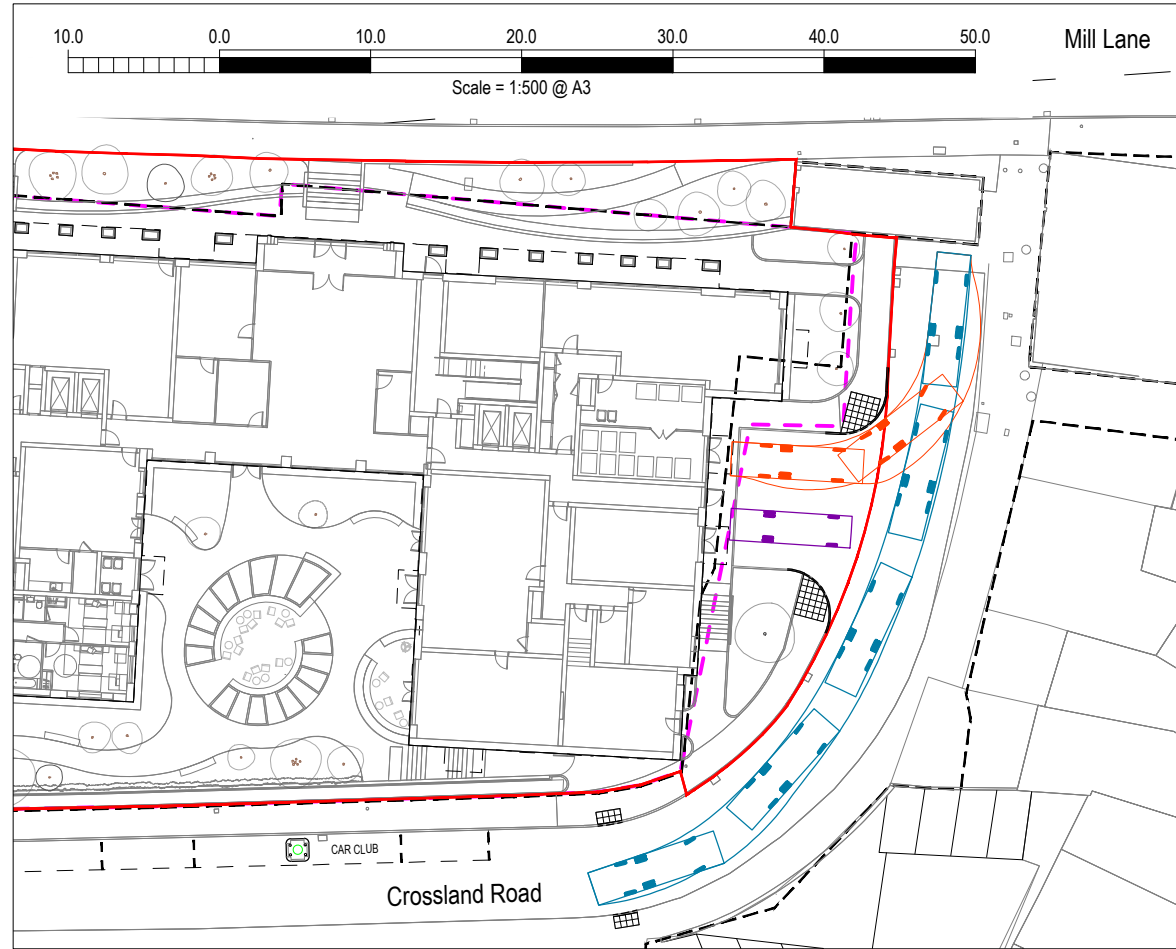
Title :
Crossland Road Turning Head
Refuse Lorry Swept Paths – Sheet 1

Engineer : D. Strange **Date :** April 2025

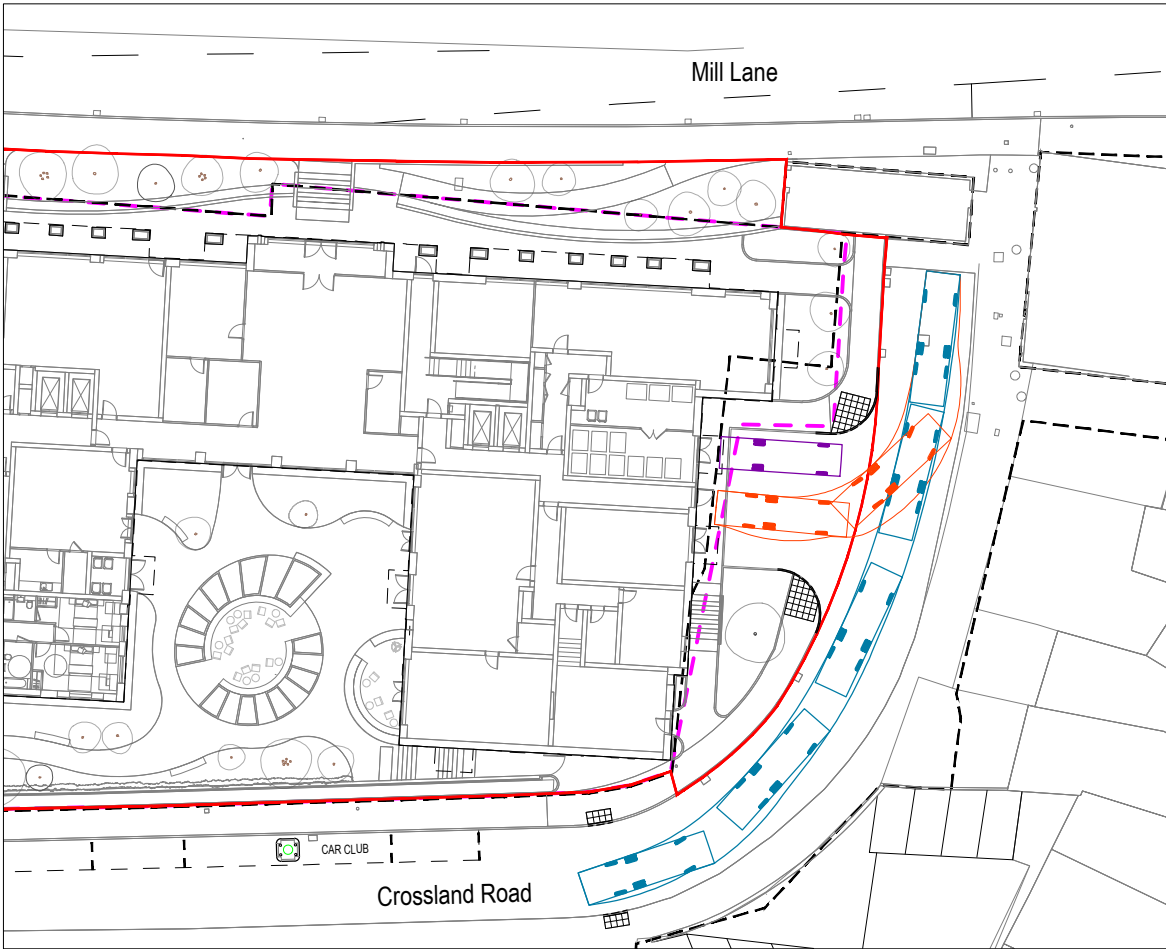
Director : J. Birch **Scale :** 1:500 @ A3

Status : PRELIMINARY

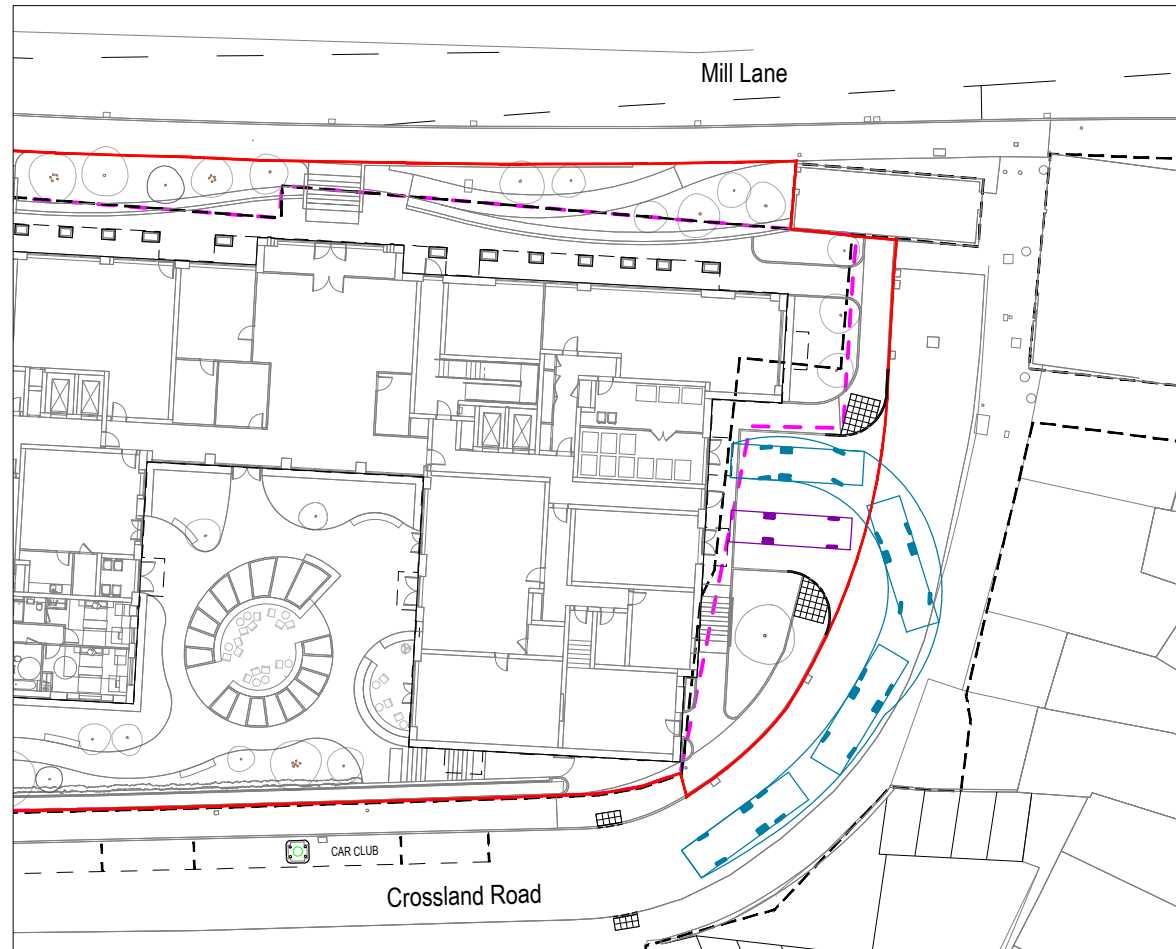
Drawing No. 8230634/6207 **Rev** C



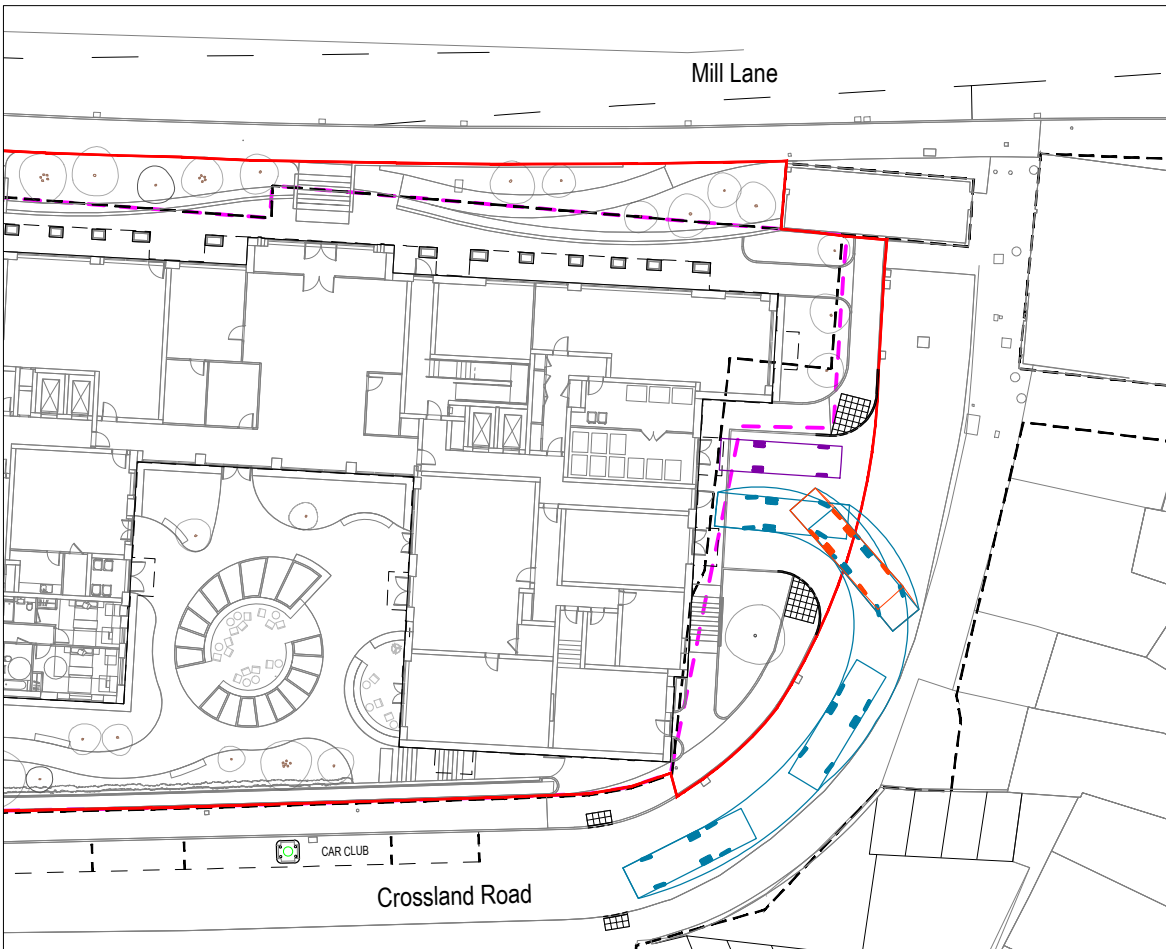
REFUSE LORRY - ENTRY (WITH STATIONARY BOX VAN)



REFUSE LORRY - ENTRY (WITH STATIONARY BOX VAN)



REFUSE LORRY - EXIT (WITH STATIONARY BOX VAN)



REFUSE LORRY - EXIT (WITH STATIONARY BOX VAN)

NOTES

- This drawing is to be read in conjunction with all relevant documents and specifications.
- Dimensions are not to be scaled.

Source: Camlins Drawing number SY743-000-0001

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KEY

8.75m refuse vehicle - forward gear

8.75m refuse vehicle - reverse gear

8.0m Box van - stationary

C	Kerb radii amended. Pedestrian crossing distance across turning head reduced.	16/06/2025	DS	JB
B	New stepped footpath adjacent to proposed building shown to eastern elevation. Dropped kerbs and tactile paving shown.	13/06/2025	DS	JB
A	New footpath adjacent to proposed building and around turning head shown. Pedestrian route across turning head removed.	07/05/2025	DS	JB
Rev.	Description	Date	By	Chkd

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Client :
John Lewis Partnership BTR Ltd

Project :
Former John Lewis Depot,
Letcombe Street, Reading
(Also Known As JLP Mill Lane)

Title :
Crossland Road Turning Head
Refuse Lorry Swept Paths - Sheet 2

Engineer : D. Strange

Date : April 2025

Director : J. Birch

Scale : 1:500 @ A3

Status :

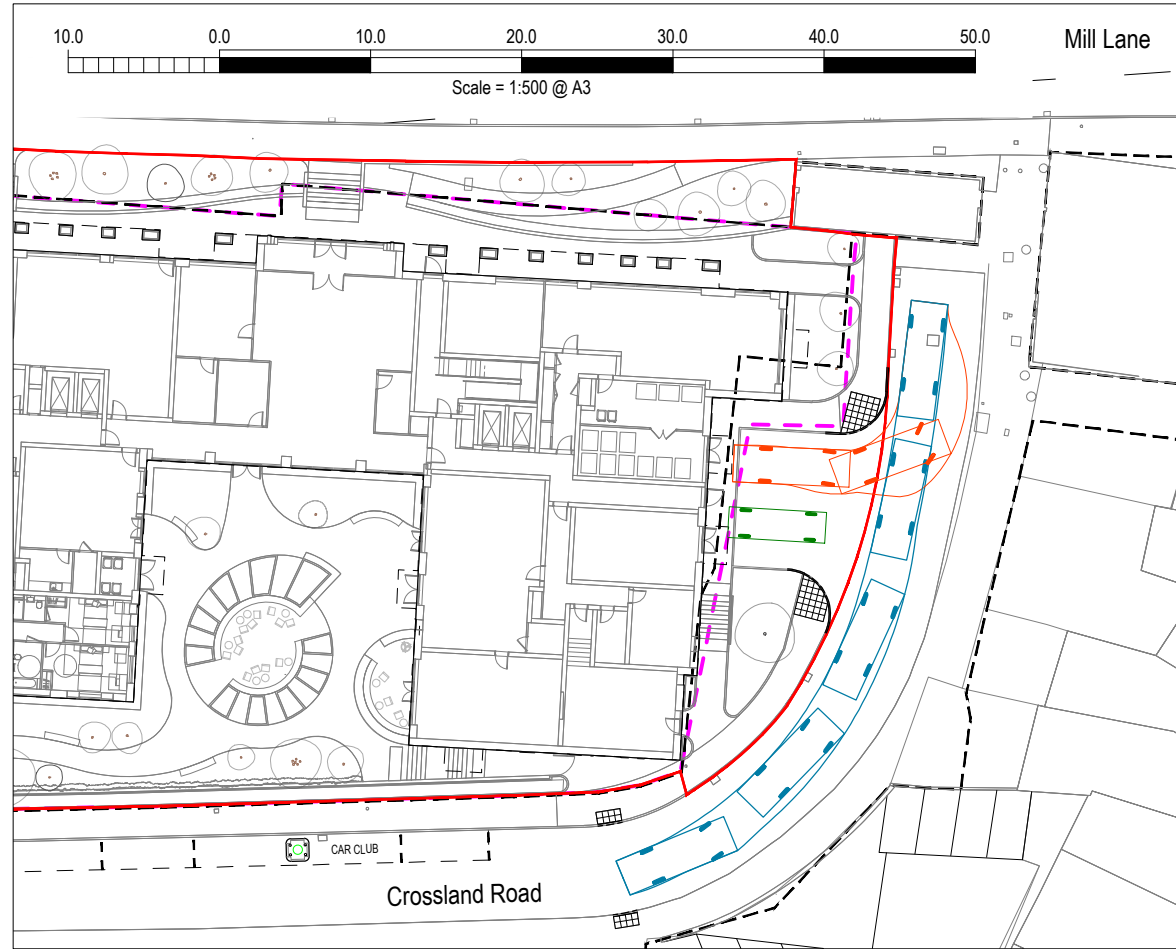
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Drawing No.

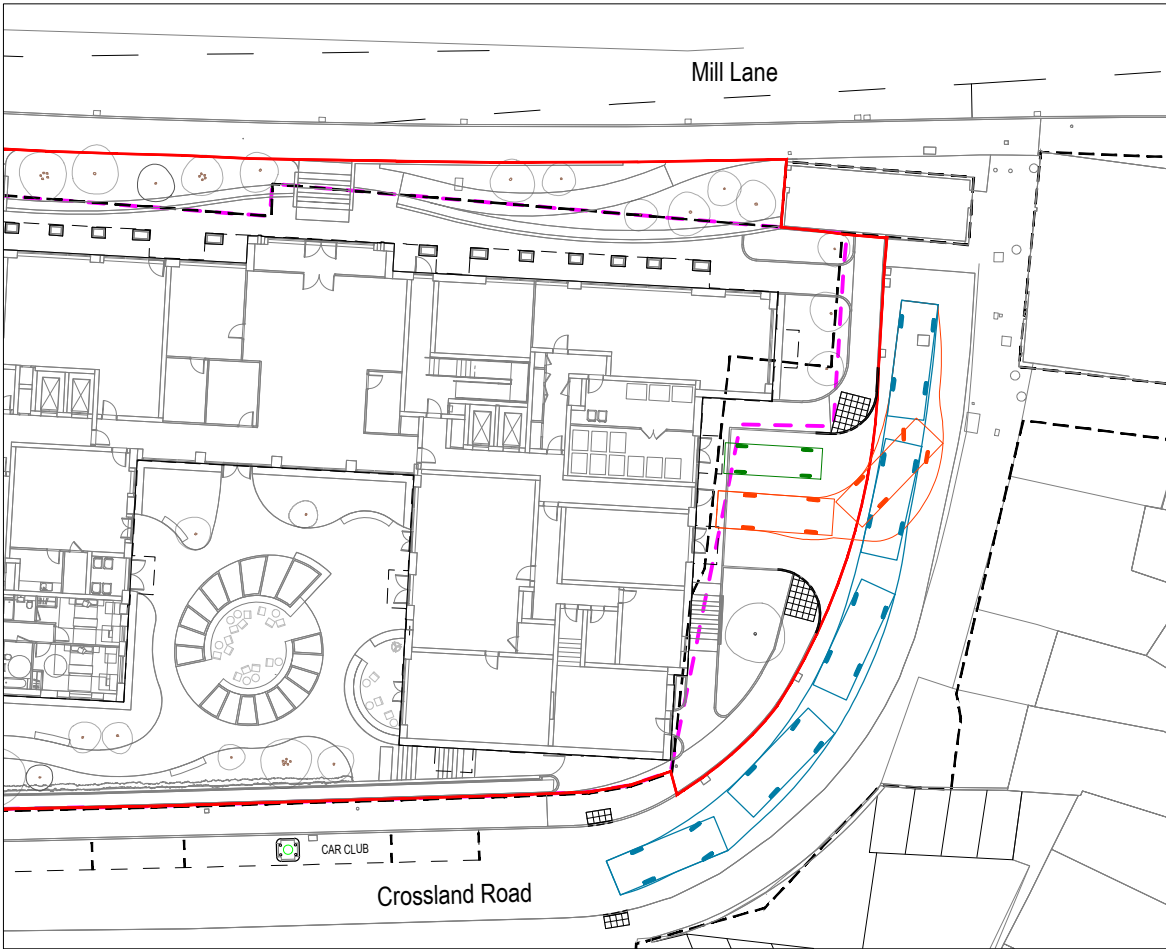
8230634/6208

Rev

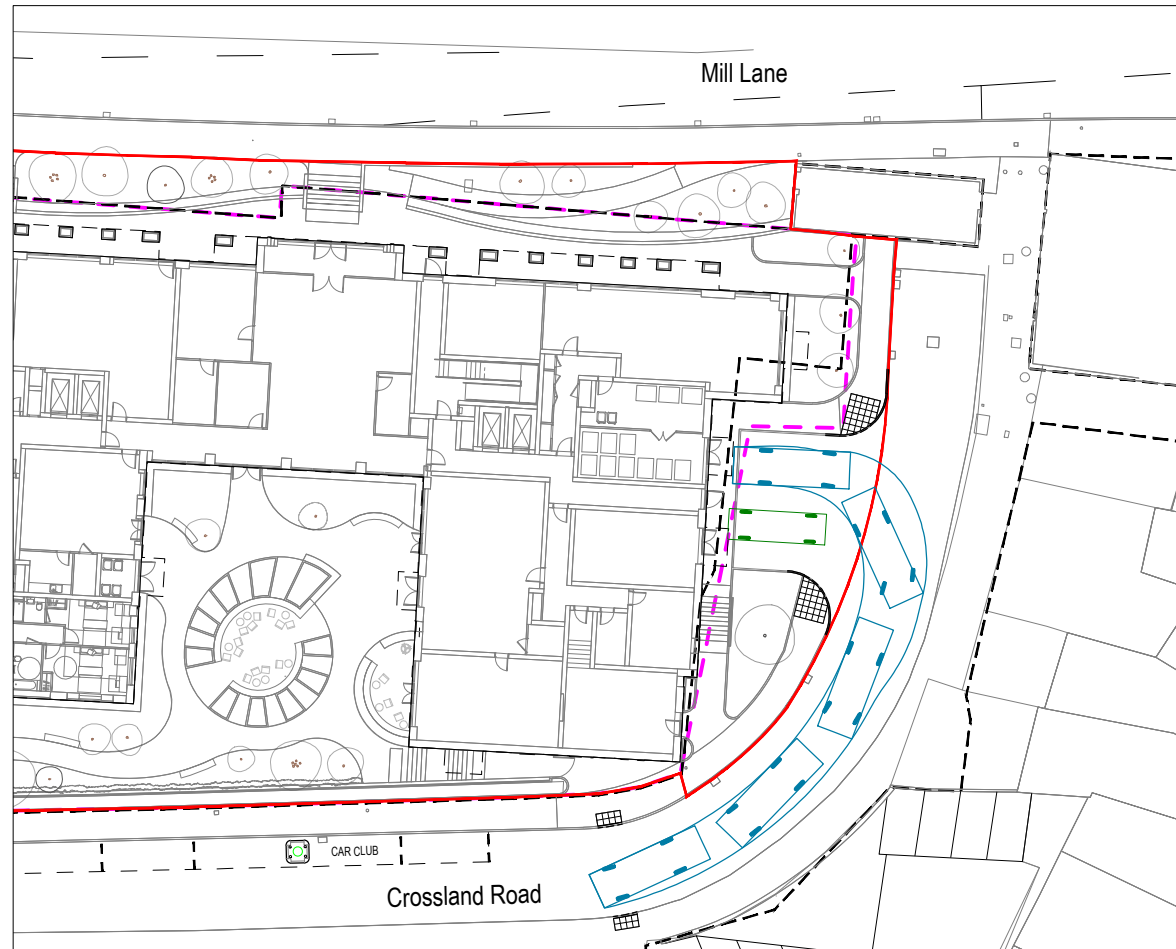
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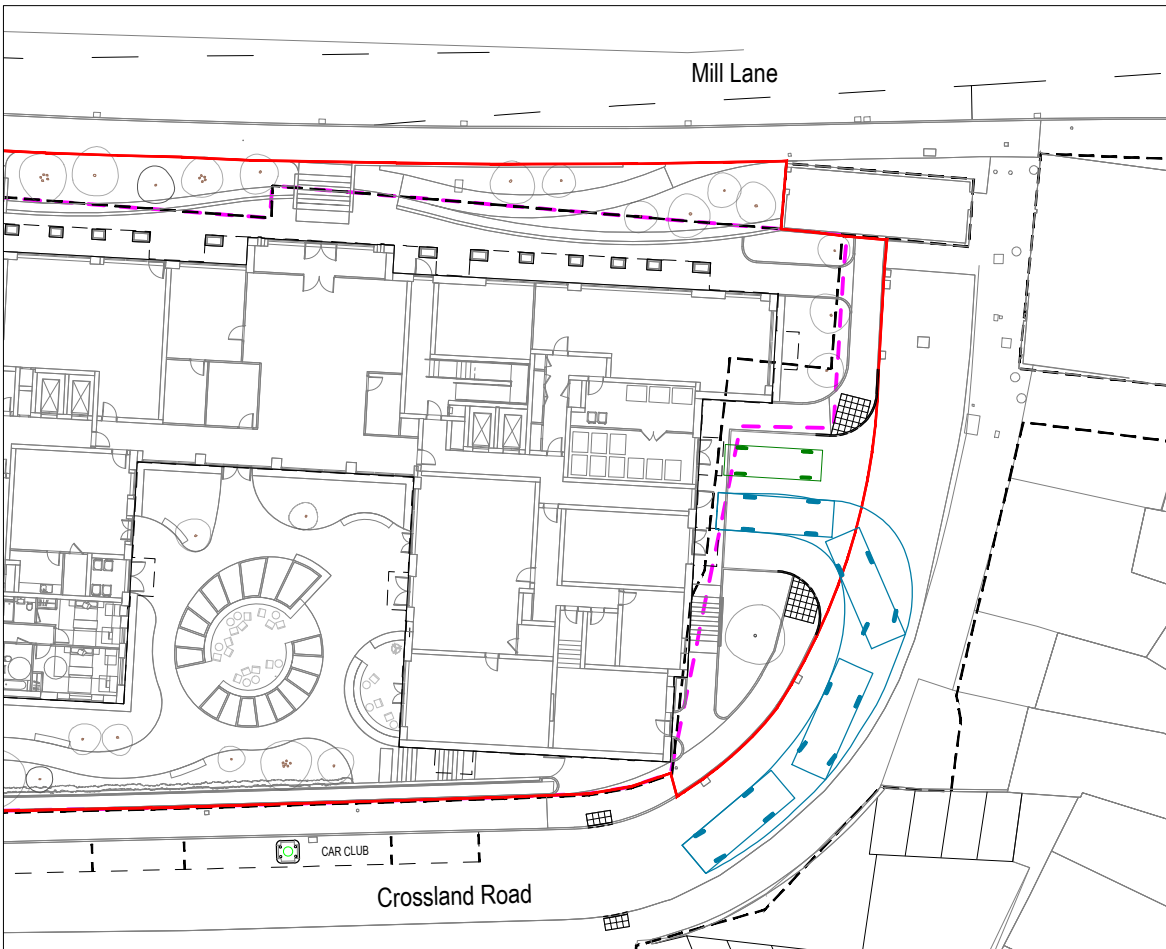
FIRE TENDER - ENTRY (WITH STATIONARY HOME DELIVERY VEHICLE)



FIRE TENDER - ENTRY (WITH STATIONARY HOME DELIVERY VEHICLE)



FIRE TENDER - EXIT (WITH STATIONARY HOME DELIVERY VEHICLE)



FIRE TENDER - EXIT (WITH STATIONARY HOME DELIVERY VEHICLE)

NOTES

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2. Dimensions are not to be scaled.

Source: Camlins Drawing number SY743-000-0001

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KEY

7.7m fire tender - forward gear

7.7m fire tender - reverse gear

Home delivery vehicle - stationary

C	Kerb radii amended. Pedestrian crossing distance across turning head reduced.	16/06/2025	DS	JB
B	New stepped footpath adjacent to proposed building shown to eastern elevation. Dropped kerbs and tactile paving shown.	13/06/2025	DS	JB
A	New footpath adjacent to proposed building and around turning head shown. Pedestrian route across turning head removed.	07/05/2025	DS	JB
Rev.	Description	Date	By	Chkd

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Geomatics

Client :
John Lewis Partnership BTR Ltd

Project :
Former John Lewis Depot,
Letcombe Street, Reading
(Also Known As JLP Mill Lane)

Title :
Crossland Road Turning Head
Fire Tender Swept Paths - Sheet 1

Engineer : D. Strange

Date : April 2025

Director : J. Birch

Scale : 1:500 @ A3

Status :

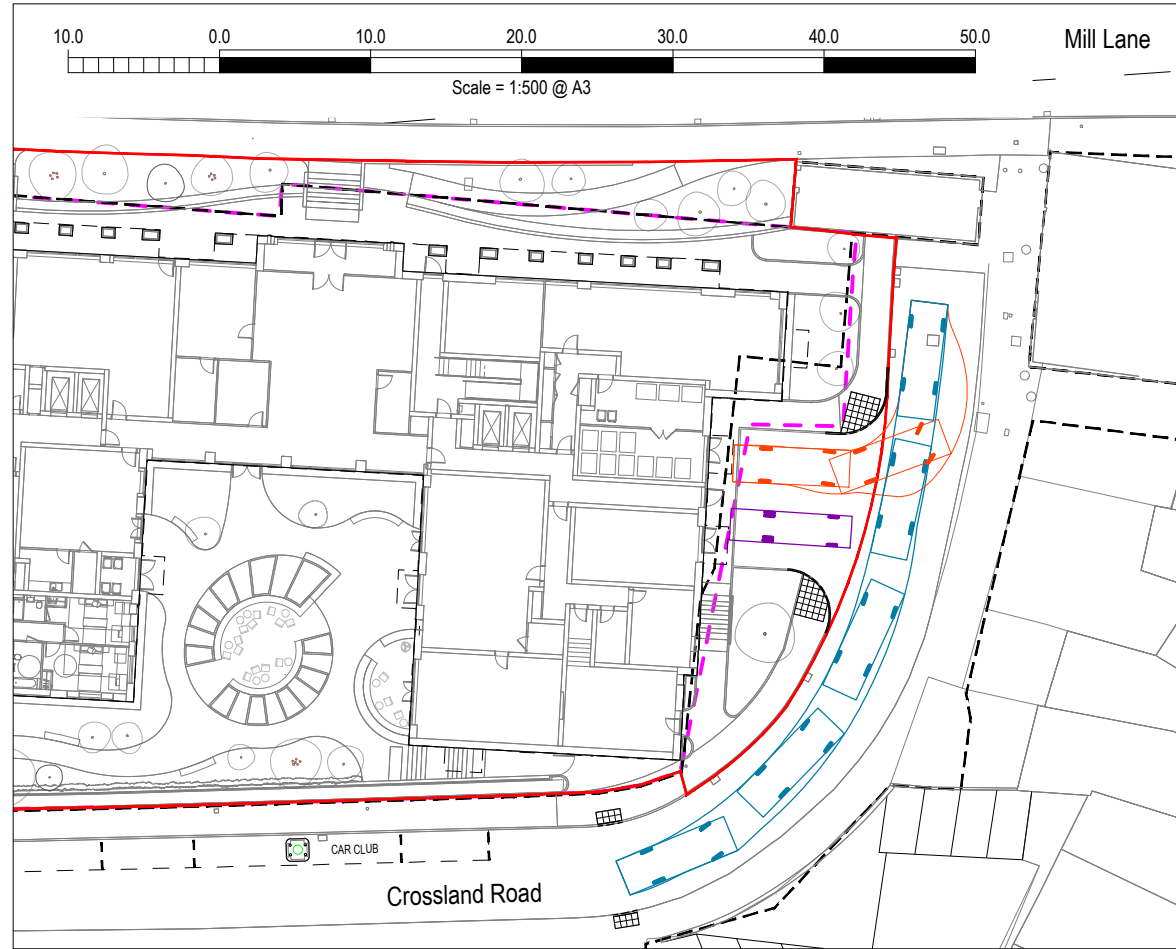
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Drawing No.

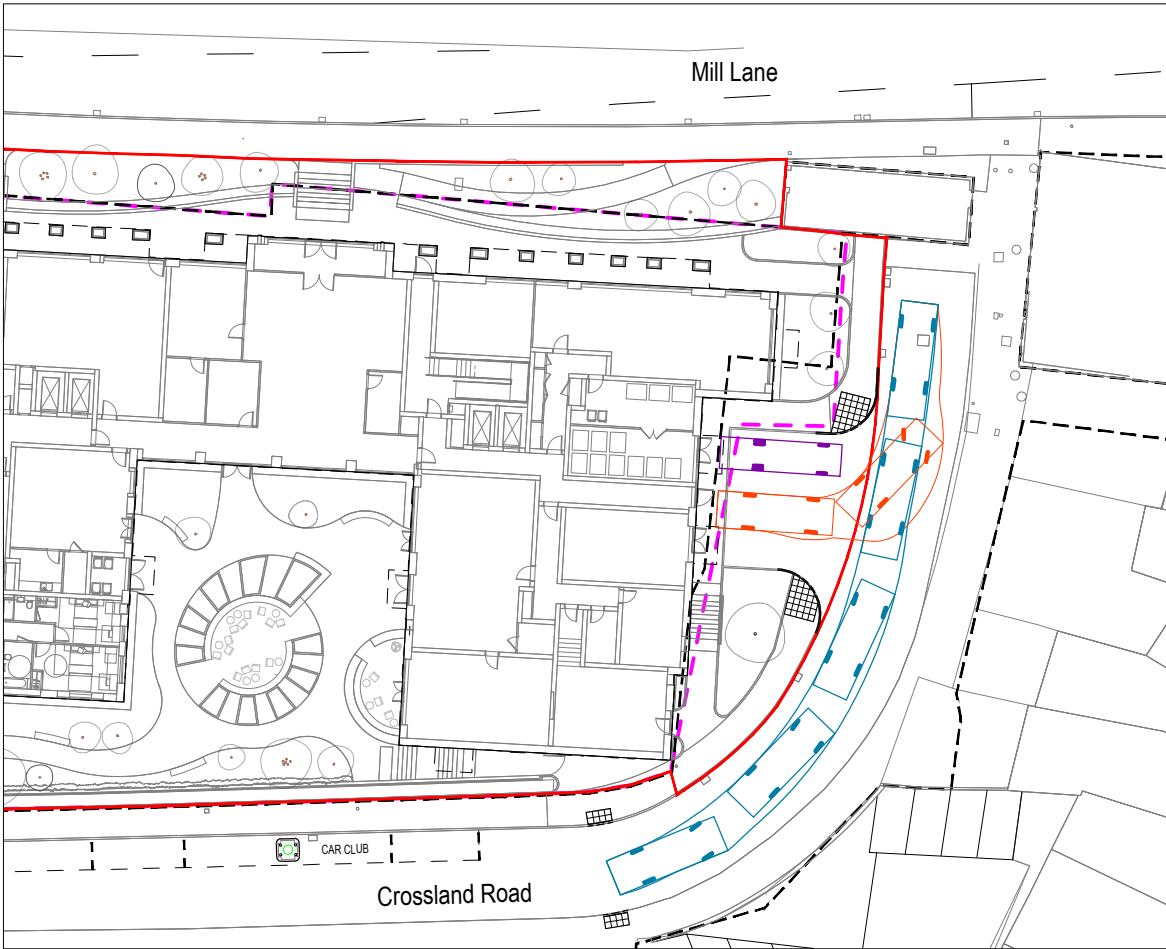
8230634/6209

Rev

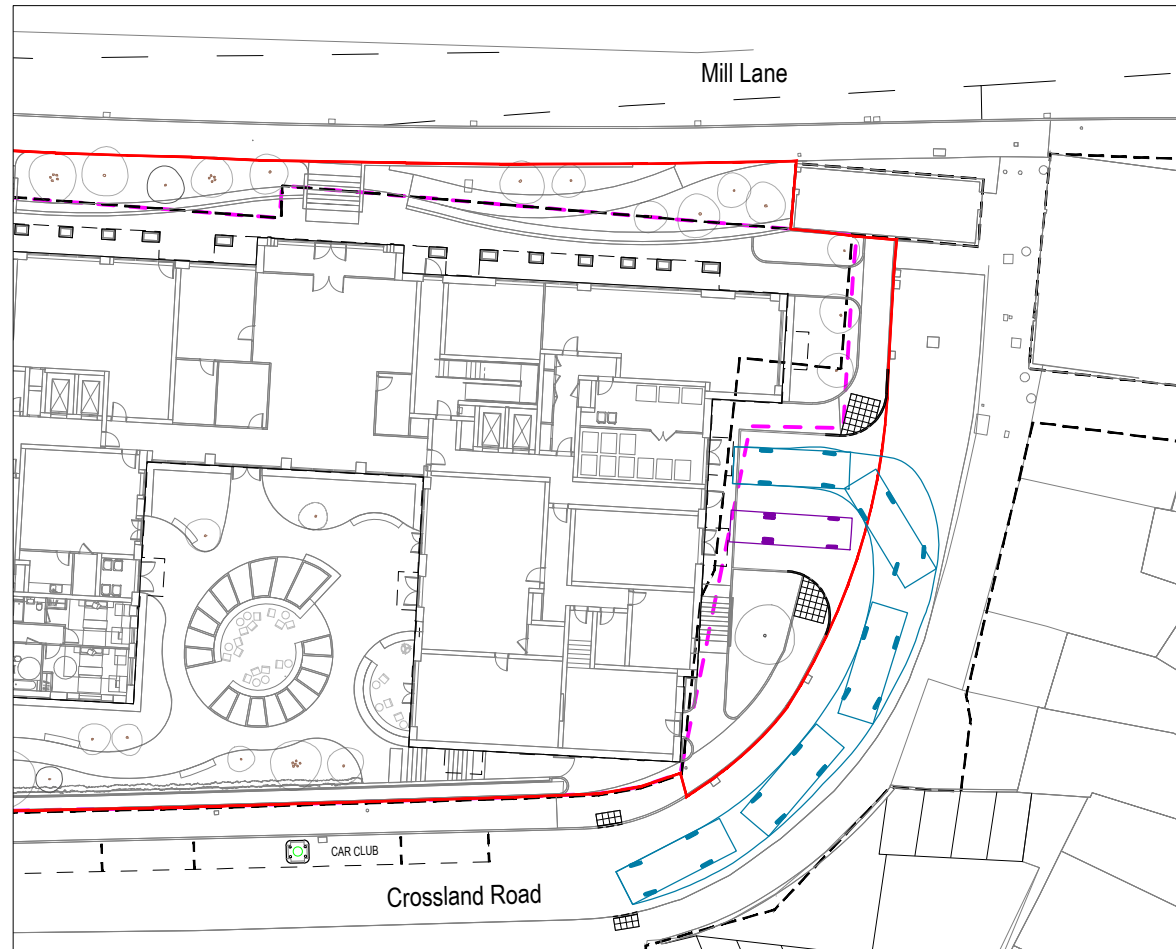
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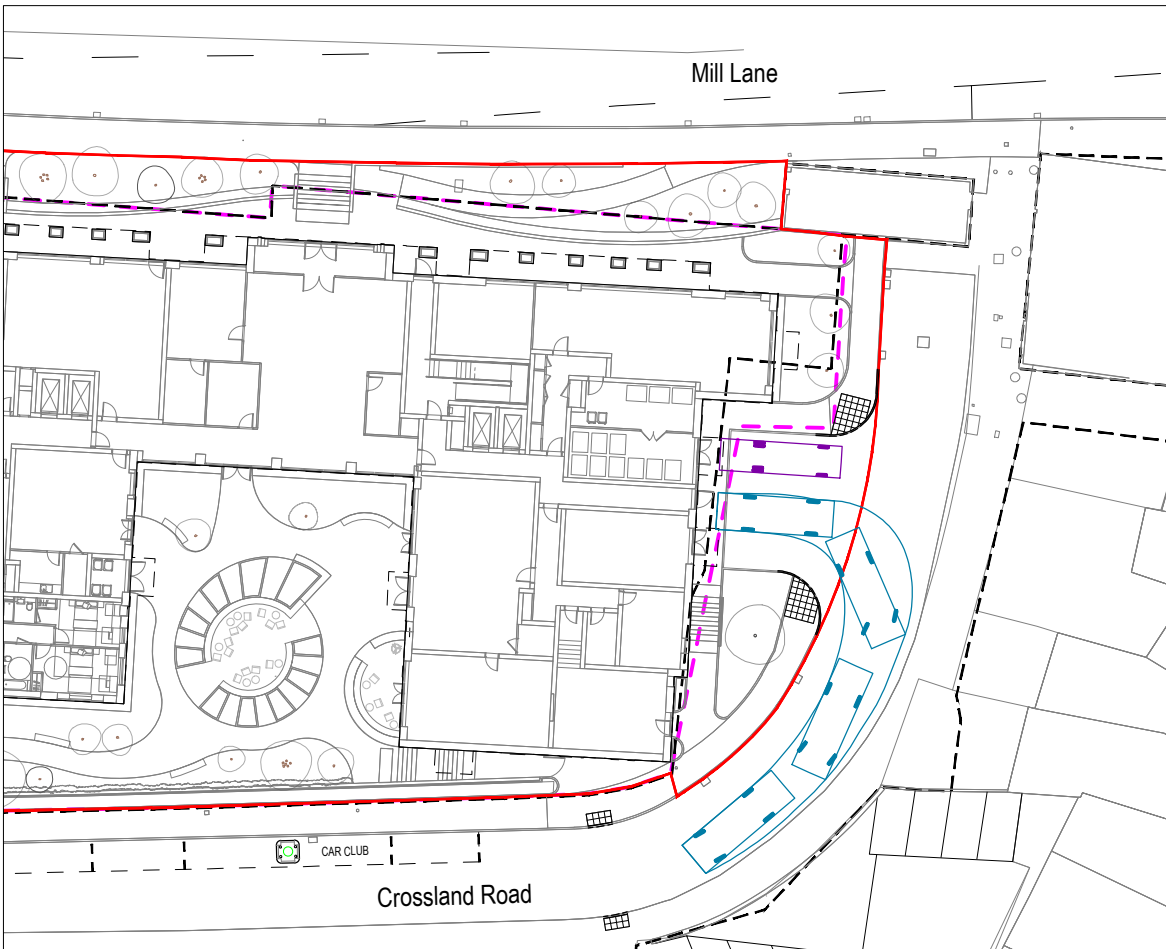
FIRE TENDER - ENTRY (WITH STATIONARY BOX VAN)



FIRE TENDER - ENTRY (WITH STATIONARY BOX VAN)



FIRE TENDER - EXIT (WITH STATIONARY BOX VAN)



FIRE TENDER - EXIT (WITH STATIONARY BOX VAN)

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Camlins Drawing number SY743-000-0001

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KEY

- 7.7m fire tender - forward gear
- 7.7m fire tender - reverse gear
- 8.0m Box van - stationary

Rev. Description Date By Chkd

C	Kerb radii amended. Pedestrian crossing distance across turning head reduced.	16/06/2025	DS	JB
B	New stepped footpath adjacent to proposed building shown to eastern elevation. Dropped kerbs and tactile paving shown.	13/06/2025	DS	JB
A	New footpath adjacent to proposed building and around turning head shown. Pedestrian route across turning head removed.	07/05/2025	DS	JB

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Client :
John Lewis Partnership BTR Ltd

Project :
Former John Lewis Depot,
Letcombe Street, Reading
(Also Known As JLP Mill Lane)

Title :
Crossland Road Turning Head
Fire Tender Swept Paths - Sheet 2

Engineer : D. Strange **Date :** April 2025

Director : J. Birch **Scale :** 1:500 @ A3

Status : PRELIMINARY

Drawing No. 8230634/6210 **Rev** C

NOTES

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KEY



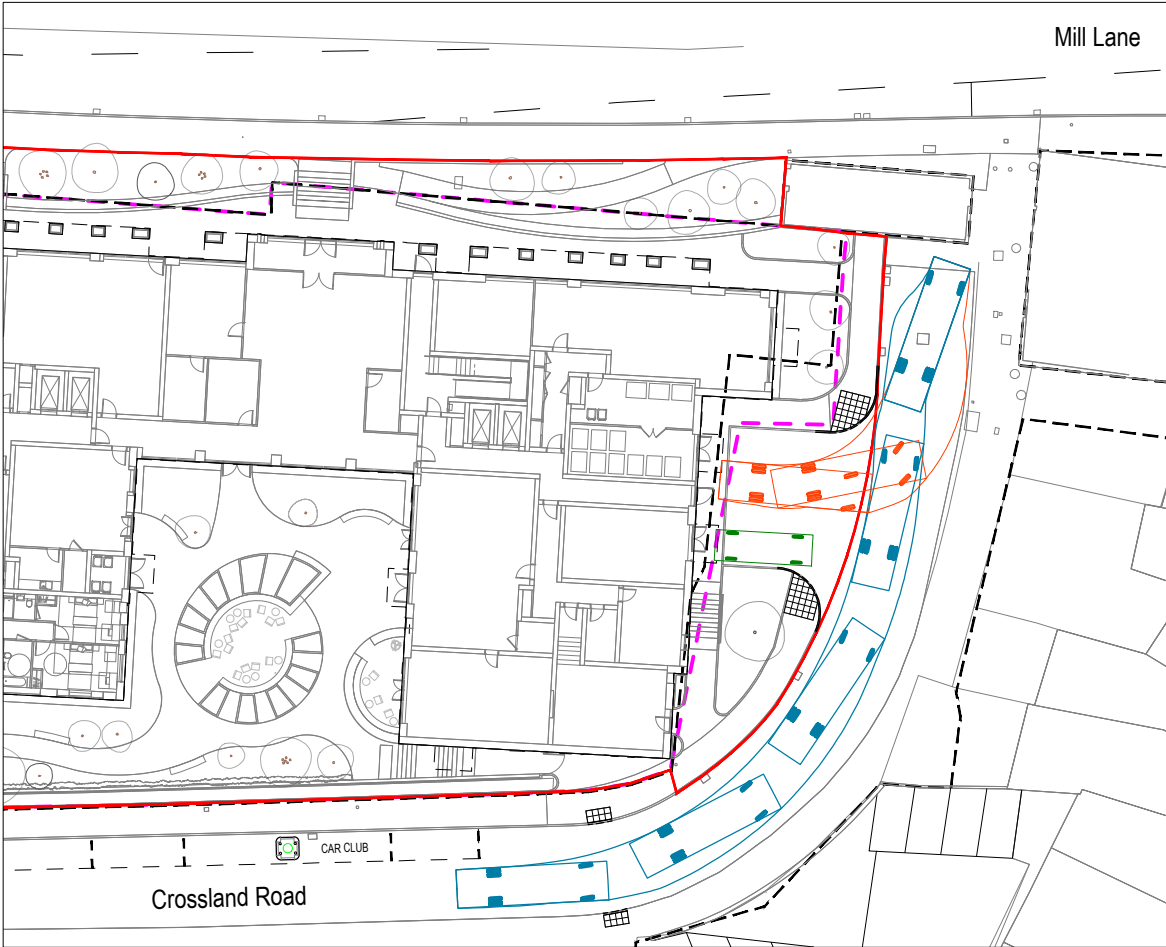
10m rigid lorry - forward gear



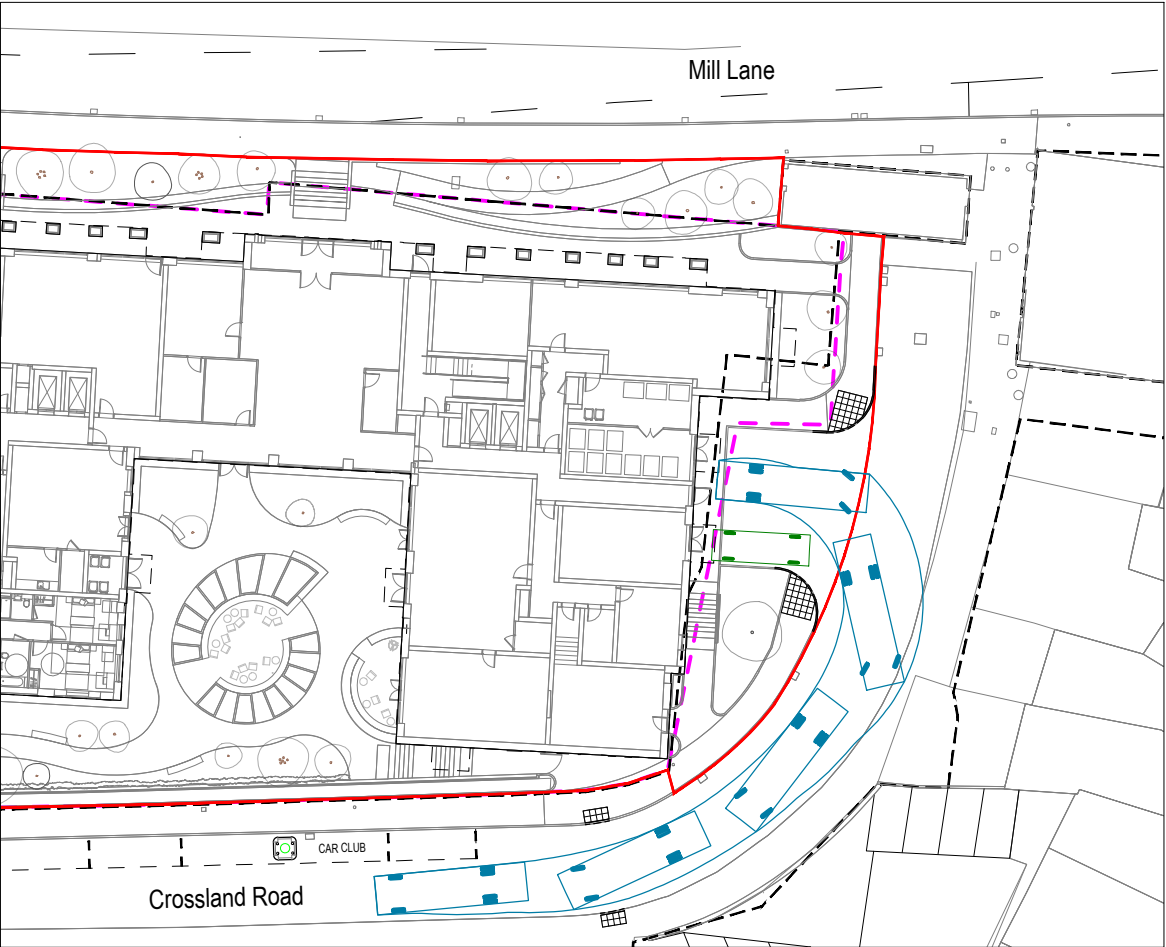
10m rigid lorry - reverse gear



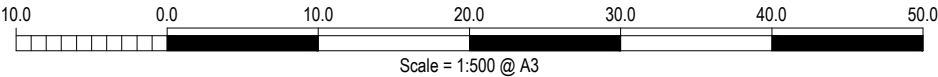
Home delivery vehicle - stationary



10m RIGID LORRY - ENTRY (WITH STATIONARY HOME DELIVERY VEHICLE)



10m RIGID LORRY - EXIT (WITH STATIONARY HOME DELIVERY VEHICLE)



B	Kerb radii amended. Pedestrian crossing distance across turning head reduced.	16/06/2025	DS	JB
A	New stepped footpath adjacent to proposed building shown to eastern elevation. Dropped kerbs and tactile paving shown.	13/06/2025	DS	JB
Rev.	Description	Date	By	Chkd



-  Civil Engineering

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 Transport Planning
-  Highways Engineering

 Building Surveying

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Cambridgeshire

Bristol

Client : John Lewis Partnership BTR Ltd	
Project : Former John Lewis Depot, Letcombe Street, Reading (Also Known As JLP Mill Lane)	
Title : Crossland Road Turning Head 10m Rigid Lorry Swept Paths	
Engineer : D. Strange	Date : May 2025
Director : J. Birch	Scale : 1:500 @ A3
Status :	PRELIMINARY
Drawing No. 8230634/6211	Rev B

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postbox@glanvillegroup.com | www.glanvillegroup.com



Glanville Consultants Ltd, Registered office: 3 Grovelands Business Centre,
Boundary Way, Hemel Hempstead, Hertfordshire, HP2 7TE

