

Summary: of Clarifications on CMS Condition 5

Option 1 Can a large vehicle enter the site, turn and exit the site in forward gear?

- **No:** drawing GRA-BAT-07-SP-16.50DRIVEIN&OUT demonstrates that 16.5m articulated vehicle cannot enter and turn within the site

Option 2 Can a large vehicle reverse into the site and exit the site in forward gear?

- **No:** drawing GRA-BAT-07-SP-16.50REVINEXIST demonstrates that a 16.5m articulated vehicle cannot reverse into the site via the existing access
- **No:** drawing GRA-BAT-07-SP-16.50REVINPROP demonstrates that a 16.5m articulated vehicle cannot reverse into the site and then exit via the access approved with details pursuant to Condition 10 of the planning permission

Option 3 If a large vehicle cannot enter the site, can it park adjacent to the site, load / unload on Battle Street, then exit back onto the principal highway network?

- **Yes:** drawing GRA-BAT-06-LOCPLAN shows schematically the routing of vehicles to and from the site
- **Yes:** drawing GRA-BAT-07-SP-16.50PITLANE(EXIST) shows the location of the pit lane on Battle Street, and routing of vehicles to it, with existing access to the site from Battle Street
- **Yes:** drawing GRA-BAT-07-SP-16.50PITLANE(PROP) shows the location of the pit lane on Battle Street, and routing of vehicles to it, with the new access to the site from Battle Street
- **Yes:** drawing GRA-BAT-07-SP-16.50EGRESS(1) and drawing GRA-BAT-07-SP-16.50EGRESS(2) demonstrates suitable tracking of a 16.5m vehicle on the corner of Battle Street / George Street; corner of George Street / Great Knollys Street; and corner of Great Knollys Street / Bedford Street

In addition

- Drawing GRA-BAT-03-SP-SMALLSKP demonstrates that a smaller rigid vehicle of 6.25m (skip lorry) can enter the site, turn and exit in forward gear

1. It is not clear how loads will be taken from the rear of the lorry when there is hoarding blocking off the footpath. If materials are to be craned off directly from the back of the lorry this may require a lane closure.

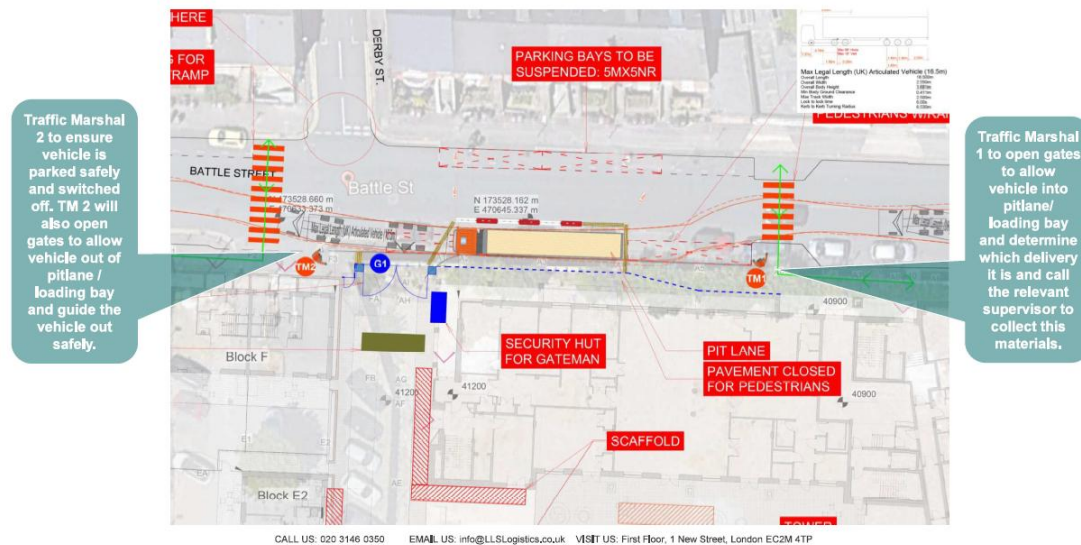
The materials will be craned off the back of the lorry directly. Extract of submitted Traffic Management Plan page 16 & 17 below.

TRAFFIC MARSHALL METHODOLOGY – CRANE LIFT OPERATION

This describes step by step how the crane will lift up deliveries goods from the construction vehicle parked on pit lane.

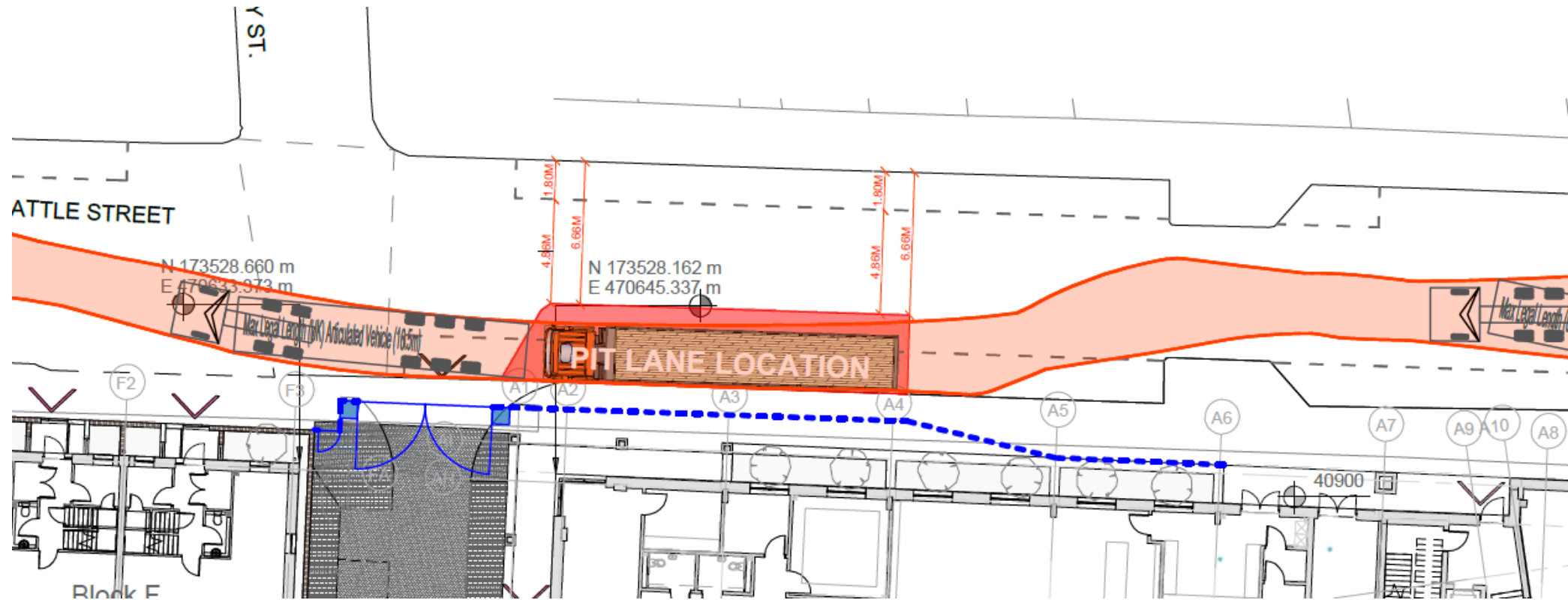
1. The lift supervisor confirms that the crane, lifting gear, load weight, and ground conditions are suitable.
2. The slinger/signaller attaches certified lifting accessories to the load and checks that the load is secure.
3. The crane hook is positioned directly above the load to avoid dragging or side loading.
4. A short trial lift is carried out to confirm the load is balanced and stable.
5. The slinger/signaller will instruct traffic marshals to temporarily halt traffic movements during lifting operations to ensure the safe unloading of materials using stop/go construction signs.
6. Once safe, the crane lifts the load from the vehicle while marshals keep traffic stopped and prevent anyone entering the lifting zone.
7. The load is slewed slowly into the site or designated landing area using tag lines where required.
8. Once the load has been safely lifted and moved within the site boundary, traffic marshals will reopen the route and allow traffic movements to resume in a controlled manner.
9. The load is landed on prepared ground, bearers, or the agreed storage area.
10. The slinger/signaller confirms the load is stable before removing the lifting gear.

TRAFFIC MARSHALL METHODOLOGY - BATTLE STREET PIT LANE

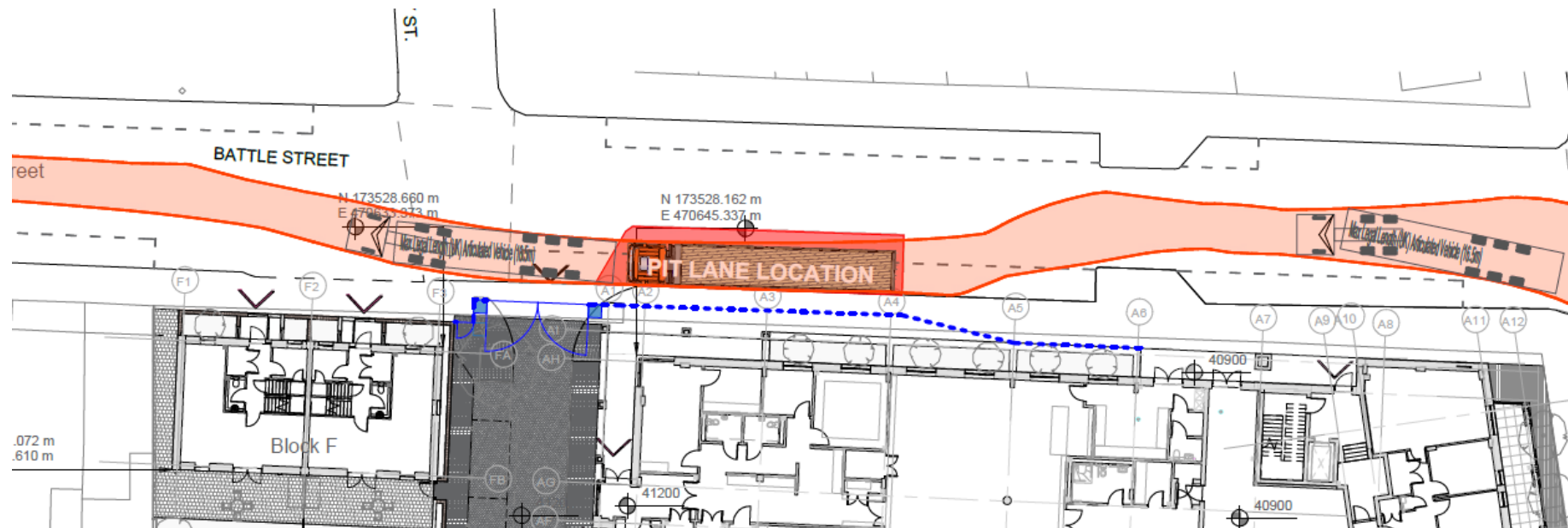


Plans show the bays behind the pit lane are to be suspended, however, scaled drawings are required illustrating the width of the carriageway between the pit lane and parking bays opposite so that a decision can be made if the parking bays opposite need to be suspended. If the width is in excess of 4.8m metres then the bays opposite the site would not need to be suspended.

Scaled OS drawing below: noting the width of the carriageway at 4.65m: it is not necessary to suspend the parking bays. Please refer to drawing GRA-BAT-07-SP-16.50 PITLANE(PROP)



We propose to close the parking bays on the south side of Battle Street. In the location shown.



Applications will be made for the TTRO and crane oversailing license will be in accordance with the guidance given:

1. TTRO – parking bays suspensions I attach a link to our TTRO application, This application is suitable for suspension of parking bay suspensions on Battle Street.

https://images.reading.gov.uk/2019/12/TTRO_Application_Form_v2_3_r_r01_02_16.doc

We also require the following documentation, as listed on the application to be submitted by email to street.works@reading.gov.uk before we can start drafting details for our Legal Team.

- CAD drawn site and Traffic Management drawings
- Proposed restrictions/ suspension drawings
- evidence of Public Liability Insurance
- NRSWA cards for at least one operative and one supervisor
- a Purchase Order to cover costs (£2500 inclusive of VAT)

TTRO applications have a lead in time of between 4-6 weeks, to allow sufficient time to review the application, time for our Legal Team to draft and advertise the Notices of Intention and Making in good time ahead of requested dates. The fee for a TTRO is £2500

2. Crane Licenses for operation on or oversailing the Public Highway can be arranged by completing the Crane/MEWP/Cherry-picker License by this link; <https://images.reading.gov.uk/2025/04/Crane-Licence-Application-Form-v2.3-r01.02.16.doc> to be submitted by email to street.works@reading.gov.uk

2. Details on the frequency of deliveries where larger vehicles will be used and number of movements per vehicle are required

Extract of submitted Traffic Management Plan Page 27 below:

Anticipated Maximum Volumes

Based on the construction programme and logistics demand (figures validated for project-specific requirements):

- Vehicle Size: Up to 16.5m articulated HGVs (for structural materials, prefabricated components, plant, and bulk supplies)
 - Typical Construction Period: 1–2 articulated deliveries per day → 2–4 vehicle movements per day (1 inbound + 1 outbound per delivery)
 - Peak Construction Periods: Up to 4 articulated deliveries per day → Up to 8 vehicle movements per day
- (Note: Peak figures adjusted as required for high-demand phases e.g. concrete frame, steel erection, façade installation)

Extract of tracking noting clashes within the site. Drawing reference GRA-BAT-01-SP-16.50M

Note these peak figures are for the program period for the structure and envelope works only.

The frequency of these larger vehicles travelling on the local road network of terraced resident properties is high and as previously stated the Highway Authority are not going to accept large number of articulated vehicles travelling around terraced residential streets and therefore alternative routes will need to be provided.

As per the summary sheet:

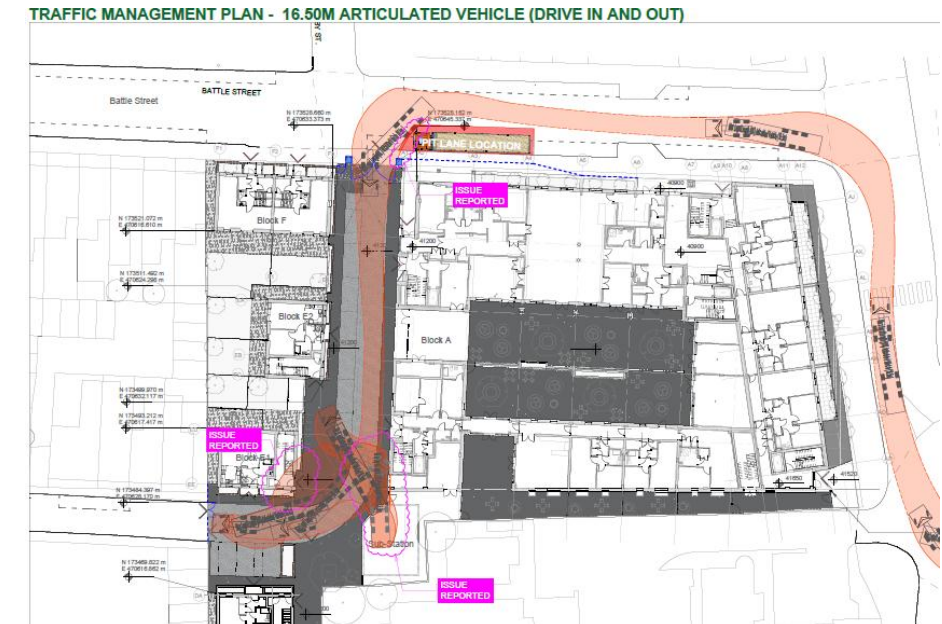
It is not possible for large vehicles to enter the site, turn and exit the site in forward gear.

Nor is it possible for a large vehicle to reverse into the site and exit the site in forward gear.

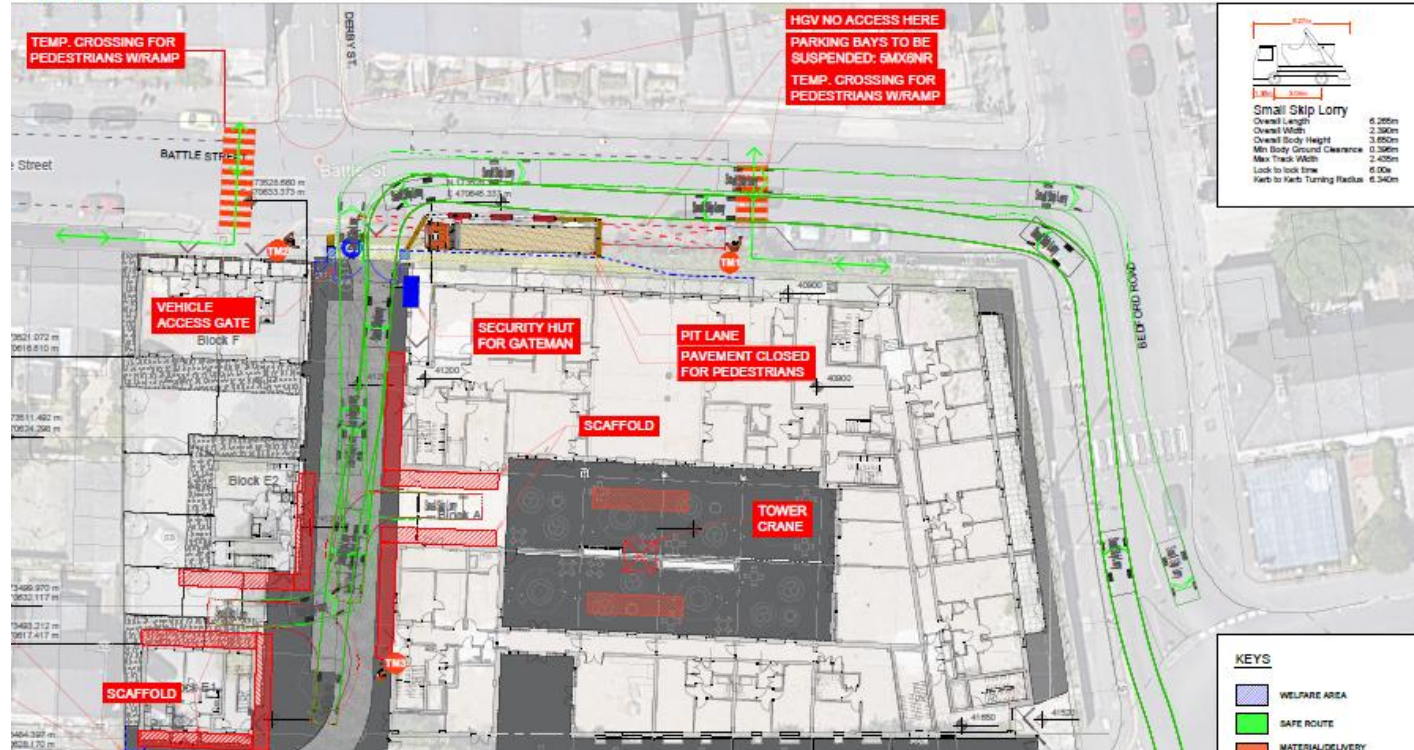
As part of the development of the CMS tracking has been undertaken to check the feasibility of reversing vehicles within the site.

The only option is for a large vehicle to park adjacent to the site, load / unload on Battle Street, then exit back onto the principal highway network via George Street, Great Knollys Street and Bedford Road. Tracking is provided.

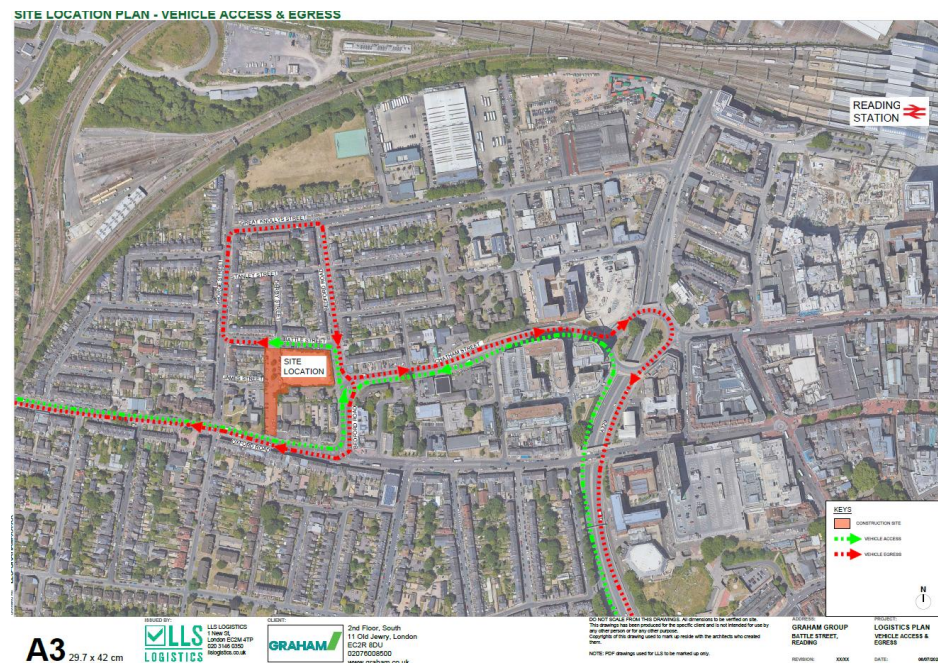
For small vehicles at 8m in length such as skip lorry's the tracking has been completed and shows no clashes. These smaller vehicles will enter and exit via Battle Street.



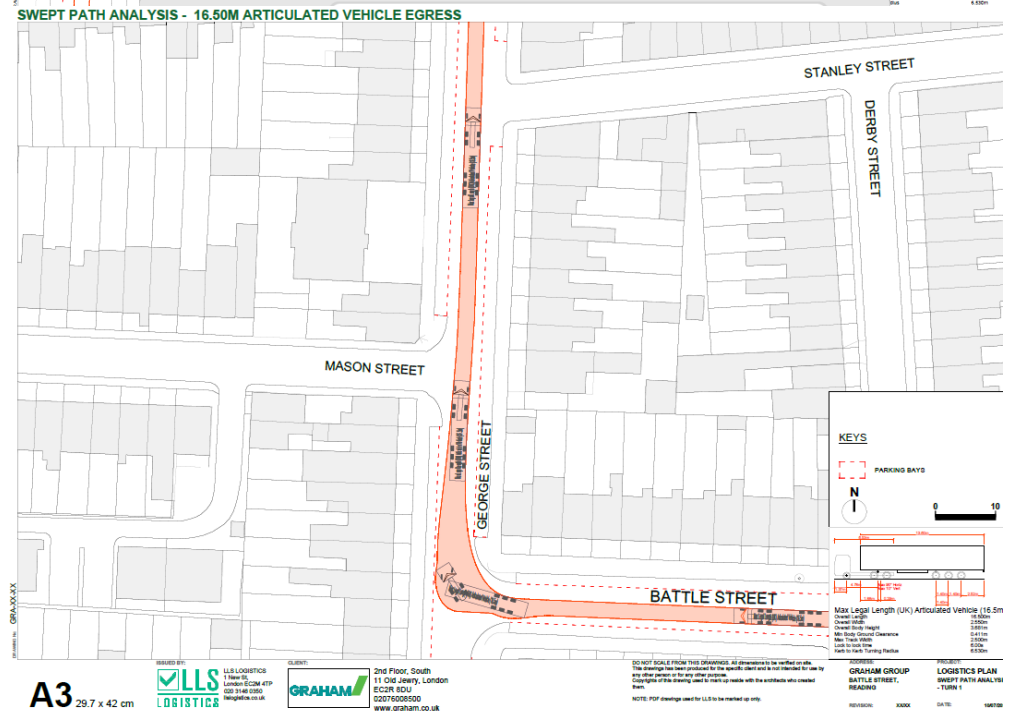
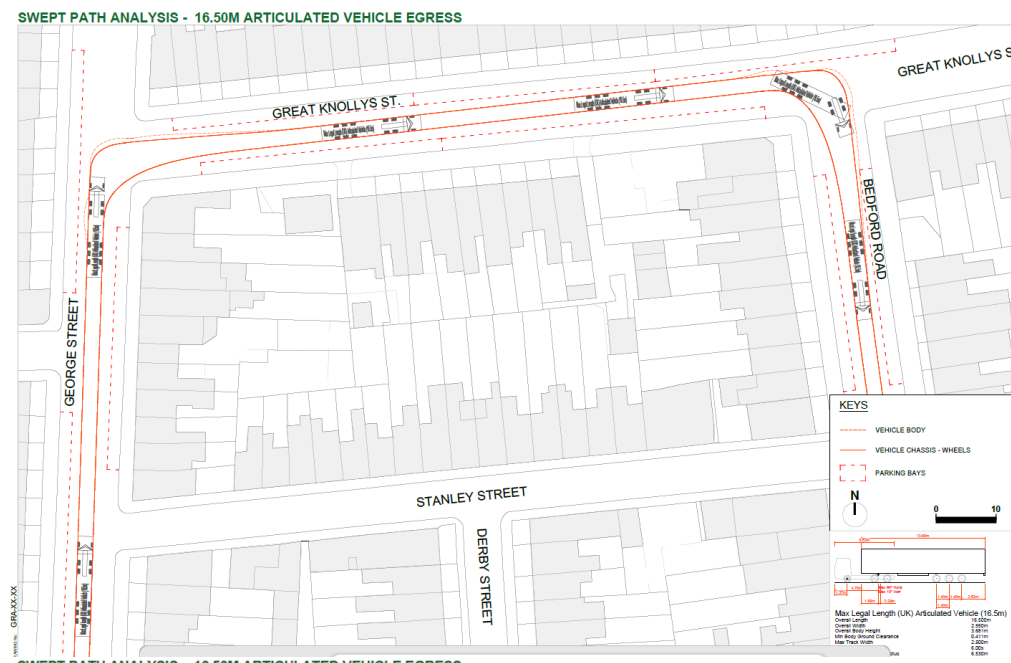
- SMALL SKIP



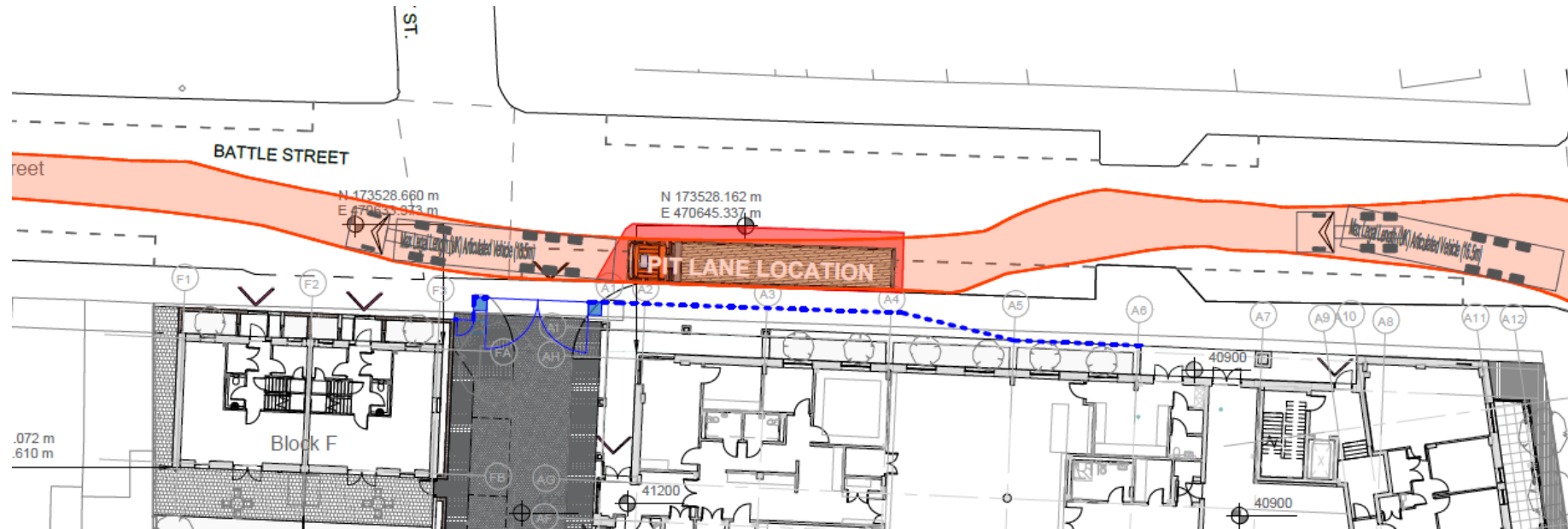
Tracking completed for smaller wagons demonstrates it is possible to reverse within the site. These vehicles will exit East via Battle Street to minimise disruption. Extract of GRA-BAT-04-SP-SMALLSKP2. The frequency of the smaller vehicles will be for the earthworks and fit out elements of the program.



Further tracking has now been undertaken to demonstrate clear vehicular access routes around the streets with specific consideration to parking bays and junctions. Swept path analysis for George Street and Great Knollys Street. Please refer to drawing GRA-BAT-06-LOCPLAN and GRA-BAT-07-SP-16.50EGRESS

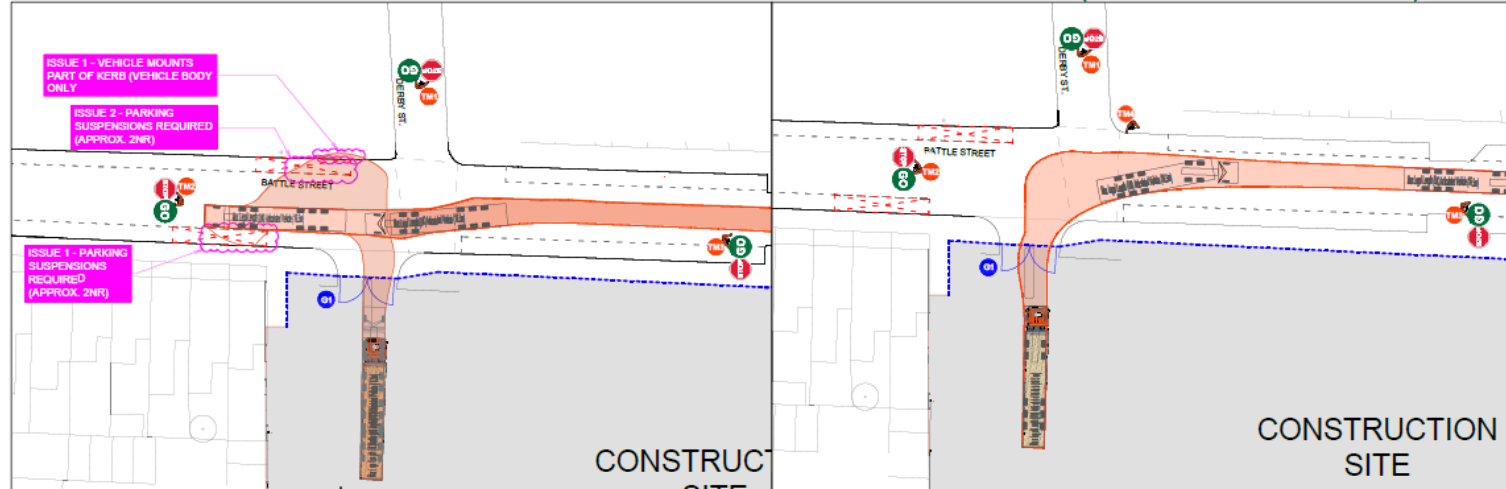


We have further clarified the pit lane option and lifting from the highway with the tracking information below. Drawing reference GRA-BAT-06-SP-16.50 Pit Lane. Please see extract of drawing reference GRA-BAT-06-SP-16.5PITLANE(PROP)



Tracking of reversing into site has been completed. Please see snap shots below demonstrating clashes with the kerb of vehicles exiting the site from the new bellmouth and clashes reversing into the site if using the existing bellmouth entrance. Please refer to drawing GRA-BAT-06-SP-16.5REVINEXIST & GRA-BAT-06-SP-16.5REVINPROP

TRAFFIC MANAGEMENT PLAN - 16.50M ARTICULATED VEHICLE REVERSE IN & DRIVE OUT (EXISTING ENTRANCE GATE)



Tracking completed for vehicles reversing into site via the existing bellmouth. Drawing reference GRA-BAT-07-SP-16.50REVINEXIST. The tracking notes clashes of arctics with the kerb line. The constraints of the site do not allow reversing of vehicles by the existing bellmouth.

TRAFFIC MANAGEMENT PLAN - 16.50M ARTICULATED VEHICLE REVERSE IN & DRIVE OUT (PROPOSED ENTRANCE)



Tracking completed for vehicles reversing into site via the existing bellmouth. Drawing reference GRA-BAT-07-SP-16.50REVINPROP. The tracking notes clashes of vehicles with the Battle Street kerb line. The constraints of the site do not allow reversing and turning of vehicles via the proposed new entrance.

3. Plans do not show how the larger vehicle will exit the area and back on to the main road network given that the vehicle illustrated is turning right from Battle Street on to George Street and on to terraced streets. More information is required.

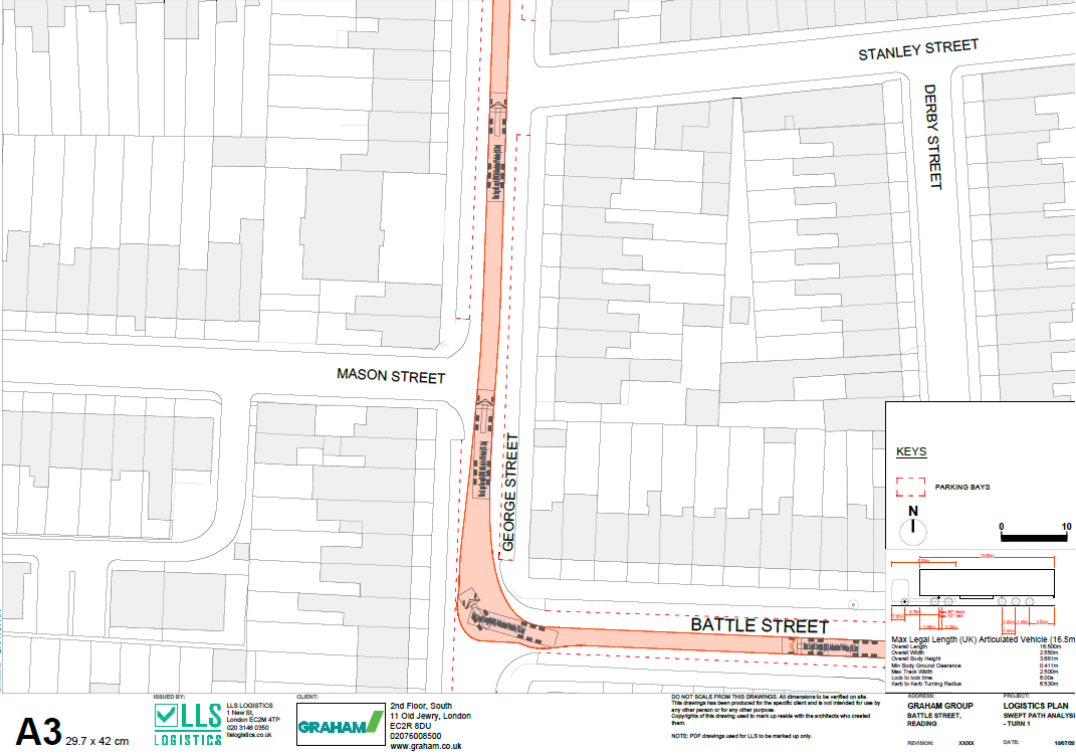
Tracking has not been provided for the full route and it is evident from the images provided that the overlaying lines do not correspond with the aerial image beneath therefore providing sufficient evidence that the swept path analysis provided is in fact accurate. However, as stated above the Highway Authority will not accept high volumes of large articulated vehicles travelling around terraced residential streets.

Further tracking has now been undertaken to demonstrate clear vehicular access routes around the streets with specific consideration to parking bays and junctions. See below and drawing reference GRA-BAT-06-LOCAPLAN

SWEPT PATH ANALYSIS - 16.50M ARTICULATED VEHICLE EGRESS



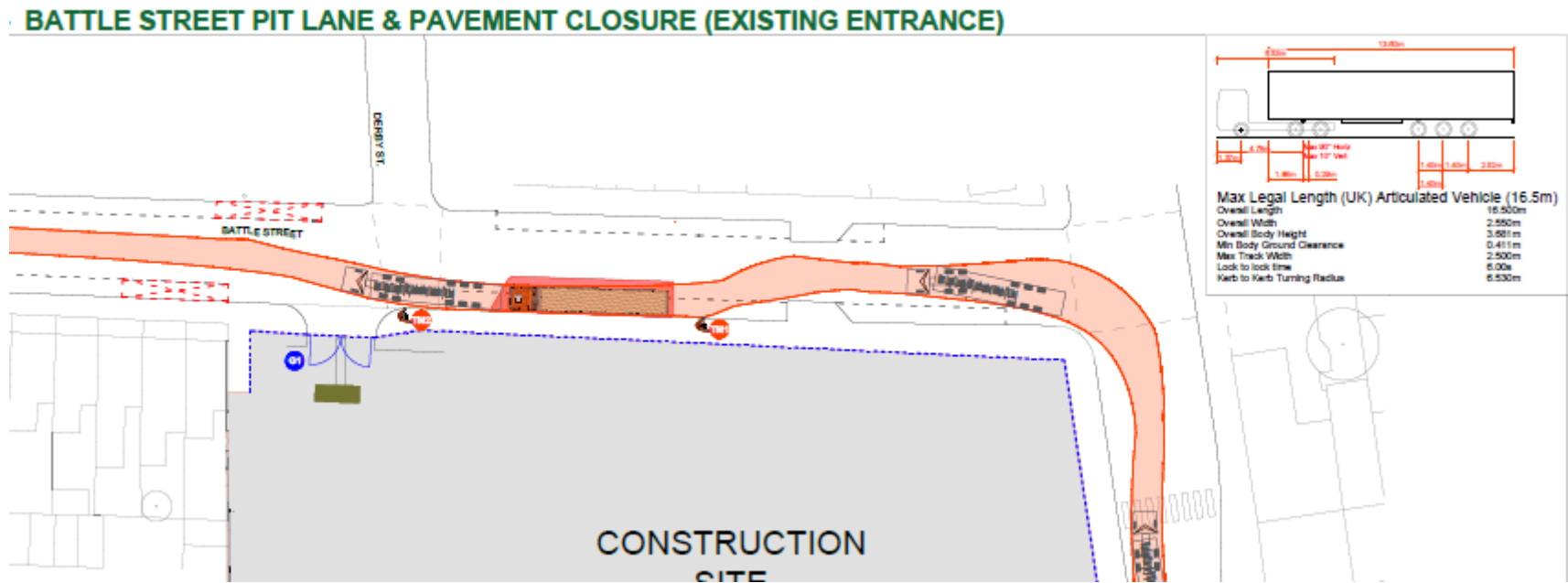
SWEPT PATH ANALYSIS - 16.50M ARTICULATED VEHICLE EGRESS



4. Access: Plans identify G1 as the new access area which will be the point vehicles will enter the site. However, confirmation is required what the strategy will be whilst the existing access is being utilised.

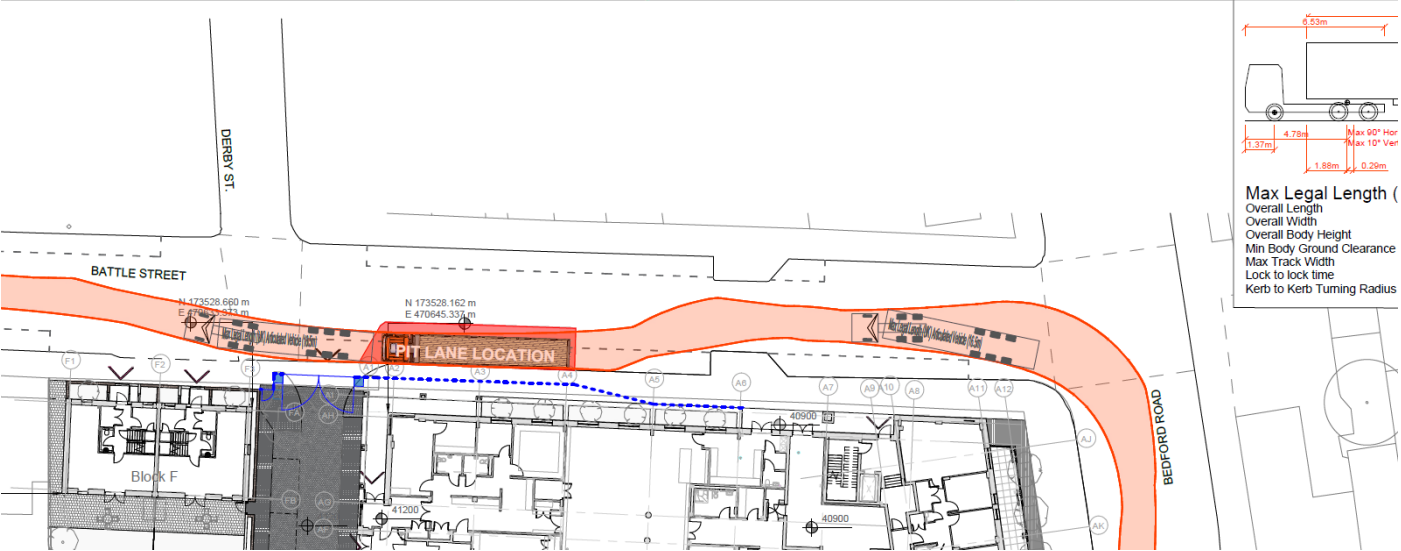
*S278 agreement- Drawings have yet to be approved and with agreements required to be signed this may still take a considerable time to progress.
It is also noted that the build outs identified on the logistics plans are as per the proposed location and not the existing, this will cause an issue getting on to the pit lane as the build out is directly behind it. It is therefore imperative that the CMS includes a detailed methodology for how works will take place prior to any of the Highway works coming forward.*

S278 agreement. In the event the design and or agreements cause a delay to the proposed construction date the strategy for entering and existing the site is to use the existing bell mouth for smaller vehicles. Following the completion of the S278 works the new bell mouth will be utilised. Please refer to drawing reference GRA-BAT-06-SP-16.50PITLANE(EXIST) & GRA-BAT-07-SP-16.5PITLANE(PROP)
Smaller vehicles such as concrete wagons, skip wagons and small delivery vehicles will enter the site and be revered with the site to exit via Battle Street.



Drawing reference GRA-BAT-07-SP-16.50PITLANE(EXIST)
Pit Lane established with the existing bellmouth.

FREE PIT LANE & PAVEMENT CLOSURE (PROPOSED ENTRANCE)



Drawing reference GRA-BAT-07-SP-16.50PITLANE(Prop)
Pit Lane established with the existing bellmouth.