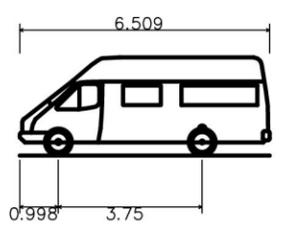
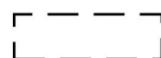


THE OLD POWER STATION
 VASTERN ROAD, READING
 NORTHERN TURNING HEAD
 LAYOUT COMPARISONS
 SW Reference 47500/5500/016

VEHICLE PROFILE



Iveco Daily	
Overall Length	6.509m
Overall Width	2.350m
Overall Body Height	2.567m
Min Body Ground Clearance	0.340m
Track Width	2.000m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

-  Building footprint shown on Version A (SK-03)
-  Amended building footprints
-  Footpath
-  Highway limits traced from Mr Witchalls' 'Turning Head Layout Comparison'.
-  Vehicle outline shown on SW drawing.
-  Potential future link to SSE site
-  Line of sight shown from Vastern Road shown on SK-03.

Appendix RC: Building heights adjacent to Rivers in Central Reading

The figure numbered 4-10 below follow the numbering at SoC Appenidx16 'Townscape and Visual' (Mr Clark) pages 10-13.

Figure 4: Caversham Bridge, looking south-west



- 5.6.5 Buildings typically rise to 3 residential storeys on the north side of the bridge (plus one storey above river level) whilst the hotel on the south side is up to 3 storeys (plus roof).
- 5.6.6 Caversham Bridge offers no precedent for taller buildings next to river crossings in Reading, and Mr Clark's claims at SoC 2.22 are not borne out (*'substantial built form, of greater scale than adjoining buildings along the riverside'*).

Figure 5: Reading Bridge, looking south



- 5.6.7 Taller buildings characterise reading Bridge and the two flanking buildings on the south side.
- 5.6.8 Reading Bridge is a major arterial road connecting to the Inner Ring Road (IDR).
- 5.6.9 The two buildings shown are lie outside the RSAF area.

Figure 6: Forbury Road, looking south



- 5.6.10 Forbury Road is a major junction on the IDR.
- 5.6.11 The area is included in the 'Eastern Cluster' in the Tall Buildings Strategy and LP CR10c (LP Fig. 5.2 page 142).

- 5.6.12 The tall landmark building on the right was recently completed and is the exception. Typical building heights are typically 4 residential storeys and up to six commercial storeys.
- 5.6.13 The watercourse at the bottom of the picture is the main channel of the canalised River Kennet. The water body towards the top is a side stream of the Kennet.
- 5.6.14 A small riverside park, Kings Gardens, forms the setting along with the roads and rivers.

Figure 7: King Street, looking north-east



- 5.6.15 King Street is a major arterial route lined with substantial buildings along its length.
- 5.6.16 The area is included in the 'Eastern Cluster' in the Tall Buildings Strategy and LP CR10c (LP Fig. 5.2 page 142).
- 5.6.17 The commercial building on the left rises eight storeys, and the residential block on the left rises to eight storeys next to the bridge. This rises higher further to the right at the confluence of the two channels of the Kennet. The building in the middle of the view is four commercial storeys, and the building at the bottom is only two storeys.

Figure 8: Duke Street, looking north-east



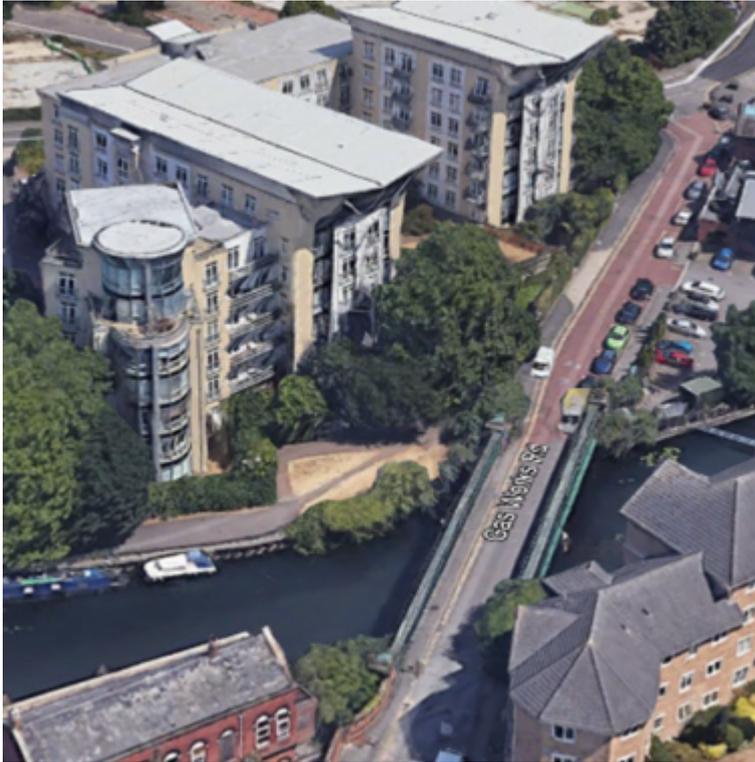
5.6.18 This is the historic Georgian-era bridge across the Kennet in Central Reading. The bridge is bounded at three corners by historic buildings of two, three and four storeys.

Figure 9: Bridge Street, looking south-east



5.6.19 The blocks at this point rise to seven residential storeys (bottom right) and five commercial storeys (upper right). The buildings at the top of the image face a major multi-level fly-over and roundabout junction on the IDR.

Figure 10: Gasworks Road, looking north-east



5.6.20 The residential block at bottom right is four storeys. The historic warehouse buildings (bottom left) are two commercial storeys. The sizeable residential block - set back from the bridge - is seven storeys.

Appendix RD: Extract from Christchurch Bridge Planning Application DAS

Overleaf

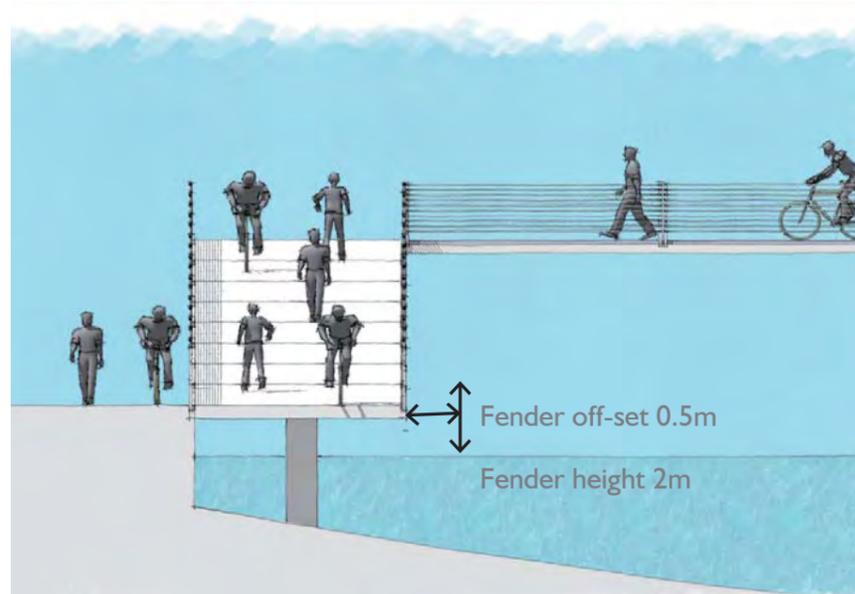


Figure 23. Approach ramps and stairs may be located on columns within the river without disrupting the river bank and existing footpath.

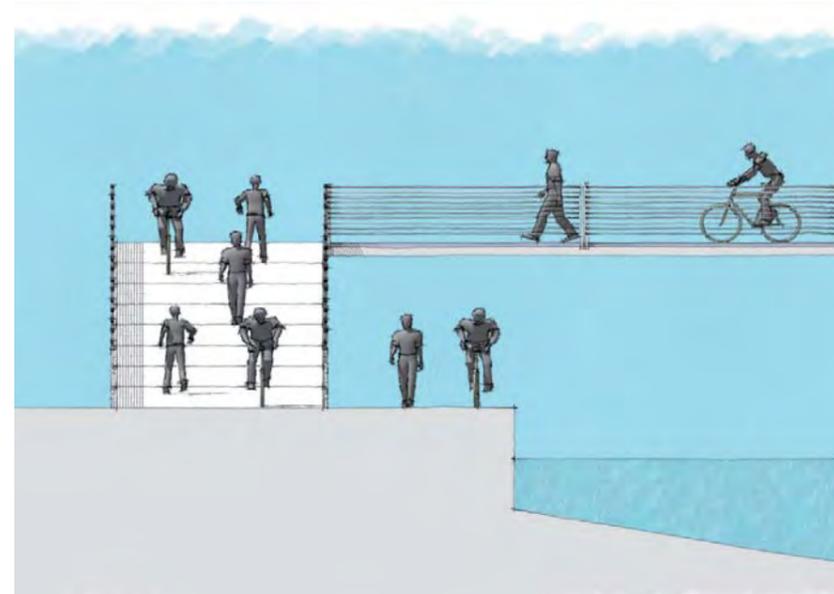


Figure 24. Approach ramps and stairs may be located at the back of the path and riverbank. This is likely to encroach upon private land on the south bank.

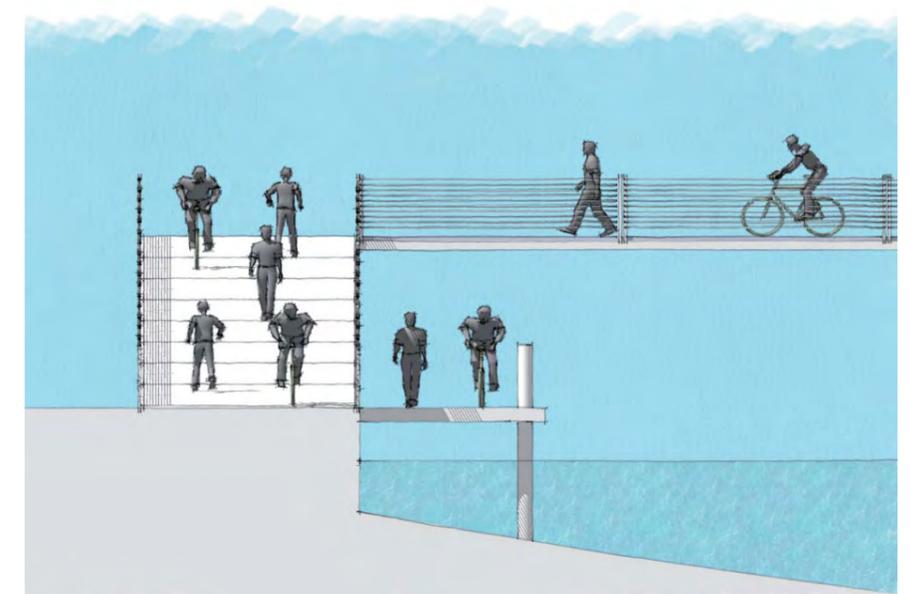


Figure 25. Approach ramps and stairs may be located upon the existing river bank with the footpath diverted onto a boardwalk next to the bank.

Deck width

7.15 With reference to the transport report and Non-Motorised User Audit submitted with this application the following summer month weekday maximum peak hour predicted flows, for the 2026 design year, are identified for consideration in determining deck width:

- Pedestrians AM (Northbound) = 22/hr
- Cyclists AM (Northbound) = 14/hr
- Pedestrians AM (Southbound) = 337/hr
- Cyclists AM (Southbound) = 54/hr

7.16 A review of relevant standards has determined that, other than the predicted maximum summer weekday peak hour, the predicted flows fall in the 'Low' flow classification, for which the recommended minimum width is 3m,.

7.17 The summer weekday maximum peak hour flow falls within the 'Medium' flow classification, which has a recommended minimum width of 4m.

7.18 This indicates that, on a pro-rata basis, a 3.5m width would satisfy the projected flows across the bridge at an intermediate classification between the upper and lower limits of the 'Medium' flow range. This is the minimum clear bridge width requirements therefore applied by the design team. It should be noted that any peak hour flows quoted above occur for small time period in relation to the overall time the bridge will be in use.

Southern Towpath Width

7.19 The southern tow path has the river on one side and a brick wall on the other side over the majority of the area of search.

7.20 The projected 2026 flows indicate the following maximum summer weekday peak hour flows will need to be considered on the length of southern tow path between the bottom of the proposed ramp, and Norman Place, in order to determine appropriate widths:.

- Pedestrians AM (Eastbound) = 367
- Cyclists AM (Eastbound) = 113
- Pedestrians AM (Westbound) = 61
- Cyclists AM (Westbound) = 28

7.21 The projected combined flow (east and west) for this link are 428 pedestrians and 141 cyclists. This is towards the upper limit of the 'Medium' flow range.

7.22 In reviewing the proposed width for this section of towpath the impact of widening considered the following:

- Future pedestrian and cycle flows identified above.
- Pedestrian and cycle flows at opening.
- The long term policy aspiration for a connection to Vastern Road / Station via the SSE depot site.
- The future maintenance of the towpath
- The impacts of widening on flood compensation and Environment Agency considerations.

7.23 A balanced judgement has been made to widen the existing towpath between the end of any proposed bridge ramp and Norman Place to 3.5m from the current useable width of around 2m. This proposal requires widening into the River of approximately 0.2m.

7.24 The Environment Agency are aware of this proposal and its implications and these are addressed in the Flood Risk Assessment submitted with this application.

7.25 Beyond Norman Place (to its Boundary with Clearwater Court) the existing towpath is already wide and will be subject to only minor improvements for consistency.