

Brunel Retail Park – Response to comments raised by highways in relation to Planning Application 23/0953

1. This note provides a response to comments made by Reading Borough Council highways in relation to car parking, HGV movements and trip generation with a copy of the consultation response included at **ANNEX A**.
2. The application seeks the amalgamation along with the installation of mezzanine floorspace and change of use of Units 7, 8, 9, 10 and 11 from Class E to Class B8, with associated external works including reconfiguration of car park and cycle parking and landscaping works. Although the application is seeking a Class B8 consent, the layout as proposed is prepared with a Self-Storage operation in mind where the general activity is predominantly associated with customers rather than staff and hence the front access.

Vehicle Access Arrangements

Tracking diagrams have been submitted demonstrating a 16.5m HGV entering the site via Rose Kiln Lane and navigating the internal road network. However, the tracking diagrams do indicate that a delivery vehicle would come into conflict with the kerb radii on the junction within the site and requires the full width of the internal road to make the manoeuvre. Therefore, an updated tracking drawing should be provided confirming that this manoeuvre can take place without any conflicts occurring.

The proposed layout has been amended to include a cobbled overrun to facilitate the turning of HGV movements as illustrated on **Drawing 2023-4773-AT-108** (see **ANNEX B**).

The image below illustrates a 16.5m HGV exiting the site. It demonstrates that articulated vehicles exiting the site overruns the entry land requiring vehicles entering the retail park to stop and wait on the approach into the site. Typically, the type of vehicles associated with the proposed self-storage land use would be Light Goods Vehicles (LGVs) or domestic vehicles, therefore, the frequency of conflict occurring would be low. However, the applicant is requested to address these points and quantify the number of HGV vehicle movements (anticipated).

Data from the TRICS database suggests that the proposed Self-Storage unit would attract on average 8 two-way HGV movements per day (4 arrivals / 4 departures) and 108 two-way LGV movements (54 arrivals / 54 departures); this compares to an average of 87 two-way HGV movements per day (44 arrivals / 43 departures)

and 58 two-way LGV movements (29 arrivals / 29 departures) associated with a traditional Class B8 commercial warehouse.

As such, the use of the unit as a Self-Storage facility would attract relatively few HGV across the day, with a traditional Class B8 use attracting nearly 10 times as many HGV for the same size of unit. It should be noted that typically no more than 1/3rd of HGV associated with a commercial warehouse are larger HGV, i.e. classified as OGV2 which are vehicles with 4 or more axles, with the remainder being smaller vehicles classified as OGV1 where the vehicles have up to 3 axles. The only example in the TRICS database was associated with a Road Haulage company, with the proposed warehouse as designed at Brunel not suitable for such a use where a much larger yard would be required; see **ANNEX C** for summary. The TRICS data for Self-storage units suggests that, as expected, the majority of HGV would be smaller OGV1. In this regard, we would typically expect no more than 1 or 2 visits per day using a larger OGV2 vehicle, which covers vehicles with 4 or more axles and no necessary the largest 16.5m articulated vehicle as tracked.

Notwithstanding that the Applicant is willing to accept a condition whereby if the unit was to be occupied by a traditional Class B8 Commercial Warehouse operator that access by larger OGV2 is undertaken from the rear with suggested wording for a condition as follows: *"No servicing using vehicles with 4 or more axles (i.e. vehicles classified as OGV2) shall occur at the front of the unit unless the building is used for self-storage use within Class B8"*.

Parking

The proposed self-storage unit will have a total of 13no. car parking space equating to a ratio of 1 space per 500sqm which is below the Council's adopted Parking standards for B8 use. Justification or user evidence is therefore requested to demonstrate that the proposed parking provision for the proposed B8 self-storage use is acceptable and will meet the needs to of the development as this has not been provided within the Transport statement.

The proposed layout illustrates a total of 13 formal parking spaces along the perimeter of the yard, with loading for several more vehicles along the frontage of the warehouse. Data from the TRICS database suggests that there would be up to a maximum of 15 vehicles during peak times on the premises, 13 of which could use formal parking spaces with the others close to the warehouse unloading or loading belongings. In reality, it is anticipated that the majority of customers loading and unloading goods would park in front of the warehouse, unless they are moving a small quantum of goods and or checking on matters, with fewer parking in bays. It should also be noted unlike a traditional Class B8 warehouse where staff would park all day, the majority of parking at a Self-Storage facility would be short stay with spaces turning over faster. Finally, customers would be able to park in the wider retail car park if required.

Further details from the TRICS database are included at **ANNEX D**.

The Councils Policy stipulates that a provision of 10% of parking should in the form of electric charging bays. Revised drawings are therefore required illustrating the provision of 2 EV charging bays for the self-storage facility.

The revised layout at **ANNEX E** illustrates two spaces with EV charging facilities as requested.

Trip Generation

However, it is noted that the application has been assessed on the basis of B8 warehousing (self-storage) use. As self-storage use does not generate the same level of vehicle trips, HGV movements, on-site employment and demand for staff parking within a typical B8 warehousing commercial use, the assessment undertaken is only acceptable from a transport perspective (subject to the points highlighted above) if planning approval is restricted to B8 (self-storage) use only.

If the applicant is seeking unrestricted B8 Use Class approval, then the Transport Statement would need to assess the development from a "worst-case" scenario and further assessments will need to be undertaken. Clarification is therefore sought on this point.

The Applicant is seeking consent for a wider Class B8 use notwithstanding that the proposed layout which includes the mezzanine is designed with a Self-Storage operator in mind. Notwithstanding this, **ANNEX F** includes details on the potential number of vehicular trips associated with both a Self-Storage and Commercial Warehouse use, and although the latter could result in more trips during the weekday morning peak hour, the increase is still low, with similar reductions in both cases during the weekday evening and Saturday periods.

ANNEX A

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: 22 September 2023
Re: Consultation on Planning Application

Application Number: 230953

Application Type: Full Planning Approval

Address: 7, 8, 9, 10, 11 Brunel Retail Park Rose Kiln Lane Reading RG2 0HS

Proposal: Amalgamation and change of use of Units 7, 8, 9, 10 and 11 from Class E to Class B8; installation of mezzanine floorspace; associated external works including reconfiguration of car park and cycle parking and landscaping works.

Relevant Planning History

201853 - 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 - Application approved on 15th July 2021

Transport comments

This application looks to secure the necessary planning permission to facilitate a change in use within combined units 7, 8, 9, 10 and 11 from Class E to Class B8 including the installation of mezzanine floorspace. It is proposed that Units 7, 8, 9, 10 and 11 are to be amalgamated into a single unit to facilitate potential use for self-storage.

The units are currently vacant apart from Unit 11 which is occupied by Costa Coffee. To the east is the remainder of the Retail Park (i.e. Units 1, 2, 3a, 3b, 4, 5 and 6) is now fully occupied.

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. There is currently parking for up to approximately 451 vehicles, split each side of the principal access 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 north-south 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.

Development Proposals

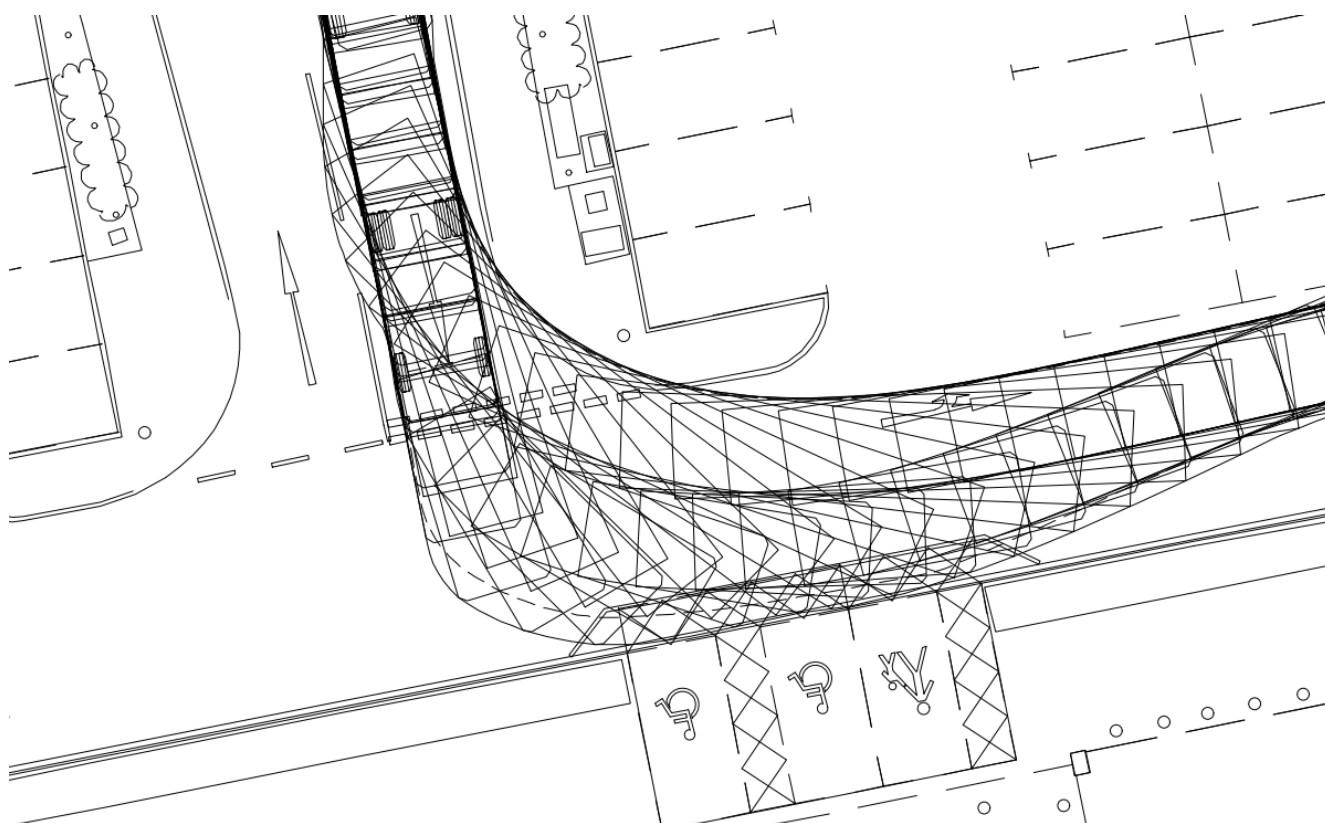
Units 7 to 11 which are the subject of this application currently have a combined gross floor area of 4,175sqm. The proposals would result in the loss of 4,175sqm of retail floorspace to be replaced by 6,879sqm of Class B8 Self-Storage floorspace including the installation of an additional mezzanine level.

Vehicle Access Arrangements

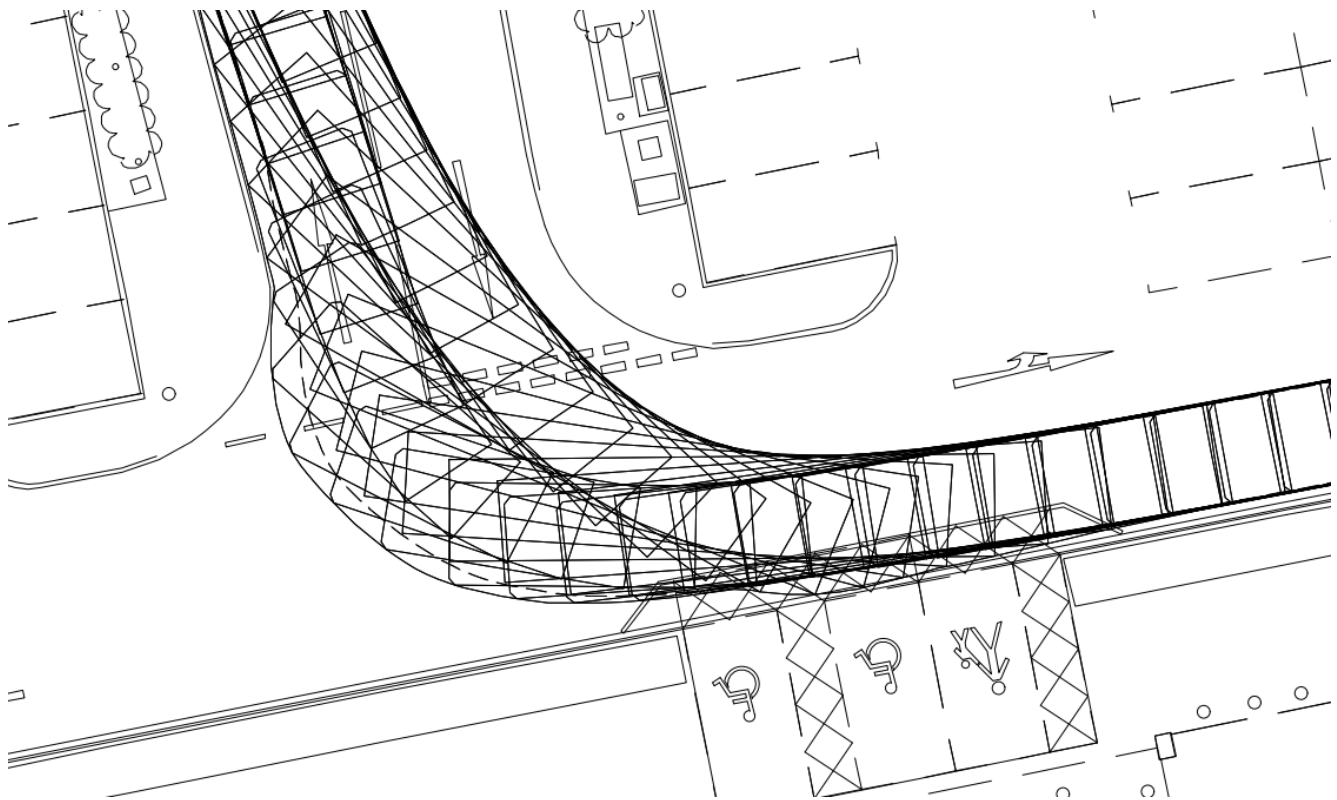
The amalgamated unit will be accessed via the existing access arrangement via Rose Kiln Lane.

The Transport Statement states that the proposed layout will facilitate HGV access to the front of the self-storage unit via the car park, however, it is stated that relatively few HGV deliveries are expected.

Tracking diagrams have been submitted demonstrating a 16.5m HGV entering the site via Rose Kiln Lane and navigating the internal road network. However, the tracking diagrams do indicate that a delivery vehicle would come into conflict with the kerb radii on the junction within the site and requires the full width of the internal road to make the manoeuvre. Therefore, an updated tracking drawing should be provided confirming that this manoeuvre can take place without any conflicts occurring.



The image below illustrates a 16.5m HGV exiting the site. It demonstrates that articulated vehicles exiting the site overruns the entry land requiring vehicles entering the retail park to stop and wait on the approach into the site. Typically, the type of vehicles associated with the proposed self-storage land use would be Light Goods Vehicles (LGVs) or domestic vehicles, therefore, the frequency of conflict occurring would be low. However, the applicant is requested to address these points and quantify the number of HGV vehicle movements (anticipated).



Servicing for the existing retail units at the wider retail park will be as per the existing arrangement and undertaken from the service yard via a priority-controlled junction on Gillette Way. Given that servicing facilities already exist from the service yard, it would seem appropriate that HGV vehicles servicing the self-storage unit could undertake these activities from the rear as per the existing arrangements. This would eliminate the need for HGV vehicles to enter the retail park from the customer entrance off Rose Kiln Lane and reduce potential conflict at the junctions. The applicant is requested to address this point.

Parking

Policy TR5 of the Reading Borough Local Plan states that development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Local parking standards are set out in the RBC, Revised Parking Standards and Design Supplementary Planning Document (SPD) which takes into account the accessibility of the site.

The site is located within the Zone 3, the Secondary Core Area and the required parking standards are as follows;

- Non-Food Retail: a maximum of 1 space per 30sqm GFA;
- Class B8: a maximum of 1 space per 150sqm GFA.

There are currently a total of 396 parking spaces within the retail park including 367 spaces in the car park and 29 spaces in the service yard. The provision includes 26 disabled spaces and 18 reserved for parents with small children.

The proposals include a reconfiguration of the car park to the east of the access road which results in a loss of 24 parking spaces reducing the overall number of spaces to 372 of which 330 are for retail customers and 29 in the service yard. The provision includes 19 reserved for disabled badge holders and 16 for parents with small children. Based on 10,580 sqm of retained retail floorarea, the proposed parking provision for the retail element is acceptable.

The proposed self-storage unit will have a total of 13no. car parking space equating to a ratio of 1 space per 500sqm which is below the Council's adopted Parking standards for B8 use. Justification or user evidence is therefore requested to demonstrate that the proposed parking provision for the proposed B8 self storage use is acceptable and will meet the needs to of the development as this has not been provided within the Transport statement.

In terms of cycle parking, the total level of cycle parking provision at the wider site will be reduced to 38no. spaces and redistributed around the Retail Park. A total of 16 no. cycle spaces are proposed at the front of the unit, in two locations.

The Councils Policy stipulates that a provision of 10% of parking should in the form of electric charging bays. Revised drawings are therefore required illustrating the provision of 2 EV charging bays for the self-storage facility.

Trip Generation

The potential change in number of trips associated has been estimated based on trip rate information from the TRICS database, with 4,175sqm of Retail floorspace being replaced by 6,879sqm of Self Storage floorspace.

The Transport Statement concludes that the proposals would typically result in fewer trips to / from the retail park when compared to the existing permitted use.

However, it is noted that the application has been assessed on the basis of B8 warehousing (self-storage) use. As self-storage use does not generate the same level of vehicle trips, HGV movements, on-site employment and demand for staff parking within a typical B8 warehousing commercial use, the assessment undertaken is only acceptable from a transport perspective (subject to the points highlighted above) if planning approval is restricted to B8 (self-storage) use only.

If the applicant is seeking unrestricted B8 Use Class approval, then the Transport Statement would need to assess the development from a "worst-case" scenario and further assessments will need to be undertaken. Clarification is therefore sought on this point.

Summary

In summary, the applicant is requested to address the points highlighted above before determining this application. Clarification is sought to determine whether planning permission is sought only for the amalgamation and change of use of Units 7, 8, 9, 10 and 11 for self-storage purposes or whether the applicant is seeking an unrestricted B8 use class approval.

Regards

Natalie Lucas

Transport Development Control Officer

Transport | Environment & Neighbourhood Services

ANNEX B

ANNEX C

Site reference: BO-02-F-01 Survey date: 15/10/20 Day of week: Thursday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 69 OGV (2) 31

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 22	Dep 23	Totals 45	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30	1	0	1	(1)
05:30-06:00	0	1	1	(0)
06:00-06:30	0	1	1	(-1)
06:30-07:00	0	1	1	(-2)
07:00-07:30	0	5	5	(-7)
07:30-08:00	0	1	1	(-8)
08:00-08:30	1	1	2	(-8)
08:30-09:00	0	0	0	(-8)
09:00-09:30	0	0	0	(-8)
09:30-10:00	3	1	4	(-6)
10:00-10:30	0	2	2	(-8)
10:30-11:00	3	0	3	(-5)
11:00-11:30	1	3	4	(-7)
11:30-12:00	2	2	4	(-7)
12:00-12:30	0	1	1	(-8)
12:30-13:00	0	0	0	(-8)
13:00-13:30	1	1	2	(-8)
13:30-14:00	2	0	2	(-6)
14:00-14:30	1	0	1	(-5)
14:30-15:00	2	0	2	(-3)
15:00-15:30	2	1	3	(-2)
15:30-16:00	0	0	0	(-2)
16:00-16:30	1	0	1	(-1)
16:30-17:00	2	2	4	(-1)
17:00-17:30	0	0	0	(-1)
17:30-18:00	0	0	0	(-1)
18:00-18:30	0	0	0	(-1)
18:30-19:00	0	0	0	(-1)
19:00-19:30	0	0	0	(-1)
19:30-20:00	0	0	0	(-1)
20:00-20:30	0	0	0	(-1)
20:30-21:00	0	0	0	(-1)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: SF-02-F-03 Survey date: 18/09/15 Day of week: Friday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 26 OGV (2) 74

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 74	Dep 66	Totals 140	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	2	4	6	(-2)
07:30-08:00	1	2	3	(-3)
08:00-08:30	2	2	4	(-3)
08:30-09:00	3	4	7	(-4)
09:00-09:30	2	1	3	(-3)
09:30-10:00	3	1	4	(-1)
10:00-10:30	2	3	5	(-2)
10:30-11:00	4	3	7	(-1)
11:00-11:30	6	6	12	(-1)
11:30-12:00	4	4	8	(-1)
12:00-12:30	5	1	6	(3)
12:30-13:00	6	2	8	(7)
13:00-13:30	5	4	9	(8)
13:30-14:00	7	3	10	(12)
14:00-14:30	5	1	6	(16)
14:30-15:00	5	2	7	(19)
15:00-15:30	5	4	9	(20)
15:30-16:00	2	1	3	(21)
16:00-16:30	3	5	8	(19)
16:30-17:00	1	1	2	(19)
17:00-17:30	0	3	3	(16)
17:30-18:00	0	6	6	(10)
18:00-18:30	0	2	2	(8)
18:30-19:00	1	1	2	(8)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: WM-02-F-02 Survey date: 09/11/15 Day of week: Monday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 67 OGV (2) 33

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 9	Dep 9	Totals 18	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	1	0	1	(1)
08:00-08:30	0	0	0	(1)
08:30-09:00	1	1	2	(1)
09:00-09:30	0	0	0	(1)
09:30-10:00	0	0	0	(1)
10:00-10:30	0	0	0	(1)
10:30-11:00	2	3	5	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	1	0	1	(1)
15:00-15:30	1	2	3	(0)
15:30-16:00	1	0	1	(1)
16:00-16:30	0	1	1	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	1	0	1	(1)
18:00-18:30	0	1	1	(0)
18:30-19:00	1	1	2	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: EX-02-F-01 Survey date: 18/05/18 Day of week: Friday
Multi-Modal survey site
Vehicles surveyed: OGV

Data proportions in % OGV (1) 86 OGV (2) 14

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 24	Dep 19	Totals 43	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	2	1	3	(1)
08:30-09:00	1	1	2	(1)
09:00-09:30	0	0	0	(1)
09:30-10:00	2	0	2	(3)
10:00-10:30	4	1	5	(6)
10:30-11:00	1	0	1	(7)
11:00-11:30	2	4	6	(5)
11:30-12:00	1	1	2	(5)
12:00-12:30	5	3	8	(7)
12:30-13:00	0	0	0	(7)
13:00-13:30	0	1	1	(6)
13:30-14:00	1	0	1	(7)
14:00-14:30	0	1	1	(6)
14:30-15:00	1	0	1	(7)
15:00-15:30	2	1	3	(8)
15:30-16:00	1	0	1	(9)
16:00-16:30	1	2	3	(8)
16:30-17:00	0	0	0	(8)
17:00-17:30	0	0	0	(8)
17:30-18:00	0	3	3	(5)
18:00-18:30	0	0	0	(5)
18:30-19:00	0	0	0	(5)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: KS-02-F-01 Survey date: 19/09/16 Day of week: Monday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 1	Dep 1	Totals 2	Accumulation
00:00-00:30				
00:30-01:00				
01:00-01:30				
01:30-02:00				
02:00-02:30				
02:30-03:00				
03:00-03:30				
03:30-04:00				
04:00-04:30				
04:30-05:00				
05:00-05:30				
05:30-06:00				
06:00-06:30				
06:30-07:00				
07:00-07:30	0	0	0	(0)
07:30-08:00	0	0	0	(0)
08:00-08:30	0	0	0	(0)
08:30-09:00	0	0	0	(0)
09:00-09:30	0	0	0	(0)
09:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	1	1	2	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30				
18:30-19:00				
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HC-02-F-03Survey date: 27/09/21Day of week: Monday

Vehicles surveyed: OGV

Data proportions in %OGV (1) 85OGV (2) 15

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	INBOUND			OUTBOUND			Totals 27	Accum
	OGV1 11	OGV2 3	Total 14	OGV1 11	OGV2 2	Total 13		
00:00-00:30								
00:30-01:00								
01:00-01:30								
01:30-02:00								
02:00-02:30								
02:30-03:00								
03:00-03:30								
03:30-04:00								
04:00-04:30								
04:30-05:00								
05:00-05:30								
05:30-06:00								
06:00-06:30								
06:30-07:00								
07:00-07:30	1	0	1	1	0	1	2	(0)
07:30-08:00	1	0	1	1	0	1	2	(0)
08:00-08:30	0	0	0	0	0	0	0	(0)
08:30-09:00	0	0	0	0	0	0	0	(0)
09:00-09:30	0	0	0	0	0	0	0	(0)
09:30-10:00	0	0	0	0	0	0	0	(0)
10:00-10:30	2	0	2	2	0	2	4	(0)
10:30-11:00	1	0	1	1	0	1	2	(0)
11:00-11:30	1	0	1	0	0	0	1	(1)
11:30-12:00	0	0	0	1	0	1	1	(0)
12:00-12:30	1	1	2	1	1	2	4	(0)
12:30-13:00	1	0	1	1	0	1	2	(0)
13:00-13:30	0	0	0	0	0	0	0	(0)
13:30-14:00	0	0	0	0	0	0	0	(0)
14:00-14:30	1	1	2	1	0	1	3	(1)
14:30-15:00	0	0	0	0	1	1	1	(0)
15:00-15:30	0	0	0	0	0	0	0	(0)
15:30-16:00	1	0	1	1	0	1	2	(0)
16:00-16:30	1	0	1	1	0	1	2	(0)
16:30-17:00	0	0	0	0	0	0	0	(0)
17:00-17:30	0	0	0	0	0	0	0	(0)
17:30-18:00	0	0	0	0	0	0	0	(0)
18:00-18:30	0	1	1	0	0	0	1	(1)
18:30-19:00	0	0	0	0	0	0	0	(1)
19:00-19:30								
19:30-20:00								
20:00-20:30								
20:30-21:00								
21:00-21:30								
21:30-22:00								
22:00-22:30								
22:30-23:00								
23:00-23:30								
23:30-24:00								

ANNEX D

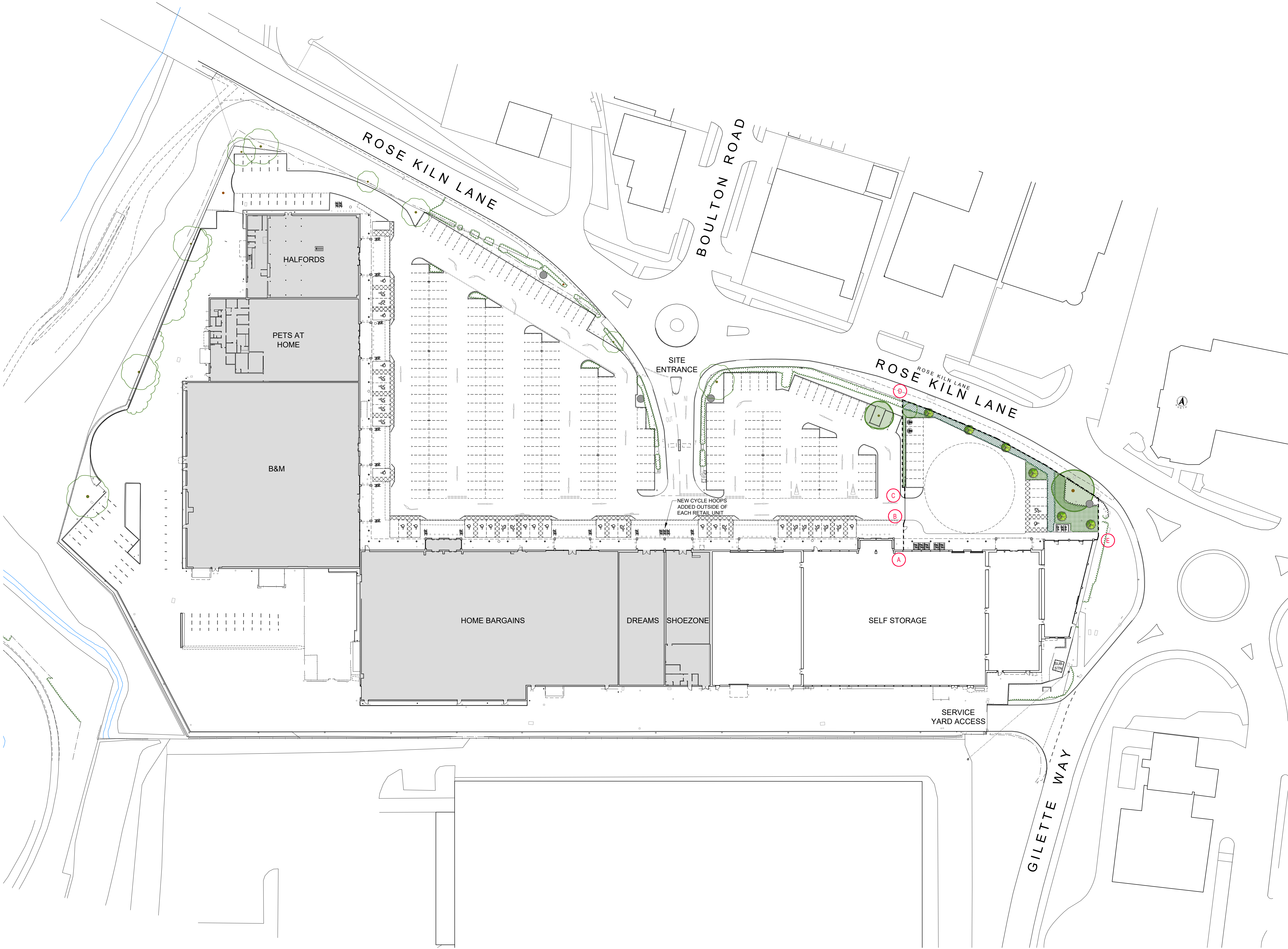
Brunel

6879

sqm

TRICS Ref	Location	GFA (sqm)	Total Spaces	Max Obs	Brunel
TW-02-E-01	Gateshead	5,500	20	11	14
SF-02-E-01	Ipswich	1530	10	4	18
CU-02-E-01	Cumberland	3100	9	4	9
NY-02-E-01	North Yorkshire	1350	10	5	25
NG-02-E-01	Nottingham	2860	10	4	10
SD-02-E-01	Swindon	4925	25	12	17
<i>Brunel Average Maximum Demand</i>					15

ANNEX E



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LIST OF INFORMANTS:
OS LICENCE No. AC0000849896
OS CENTREMAPS ORDER No. CM-1289010-1681-290323
STAFSURY SITE SURVEY DWG No. 111144
-

REVISIONS	DATE	DRN	REV
ISSUED FOR PLANNING	29.06.23	HR	D
2 No. EV PARKING SPACES ADDED	09.10.23	HR	E

Boundary Schedule	
A-B	2.4m metal fence with pedestrian gate - PPC black
B-C	2.4m metal vehicular gate - PPC black
C-E	2.4m metal fence - PPC black
E-A	Building face

SELF-STORAGE CAR PARK:

- 9 PROPOSED STANDARD SPACES
- 2 PROPOSED EV SPACES
- 1 PROPOSED DISABLED SPACE
- 1 PROPOSED PARENT/CHILD SPACE

13 TOTAL PROPOSED PARKING SPACES

NET LOSS OF 24 PARKING SPACES FROM EXISTING TOTAL

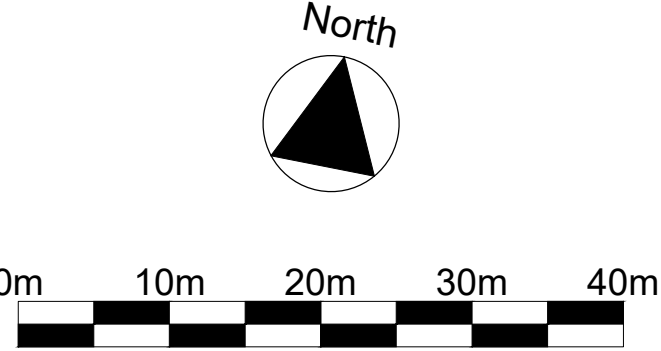
CYCLE PARKING:

- SELF STORAGE: 16 PROPOSED SPACES
- RETAIL PARK: 38 PROPOSED SPACES

NOTE:

FINAL SITE LAYOUT SUBJECT TO FULL SITE SURVEY

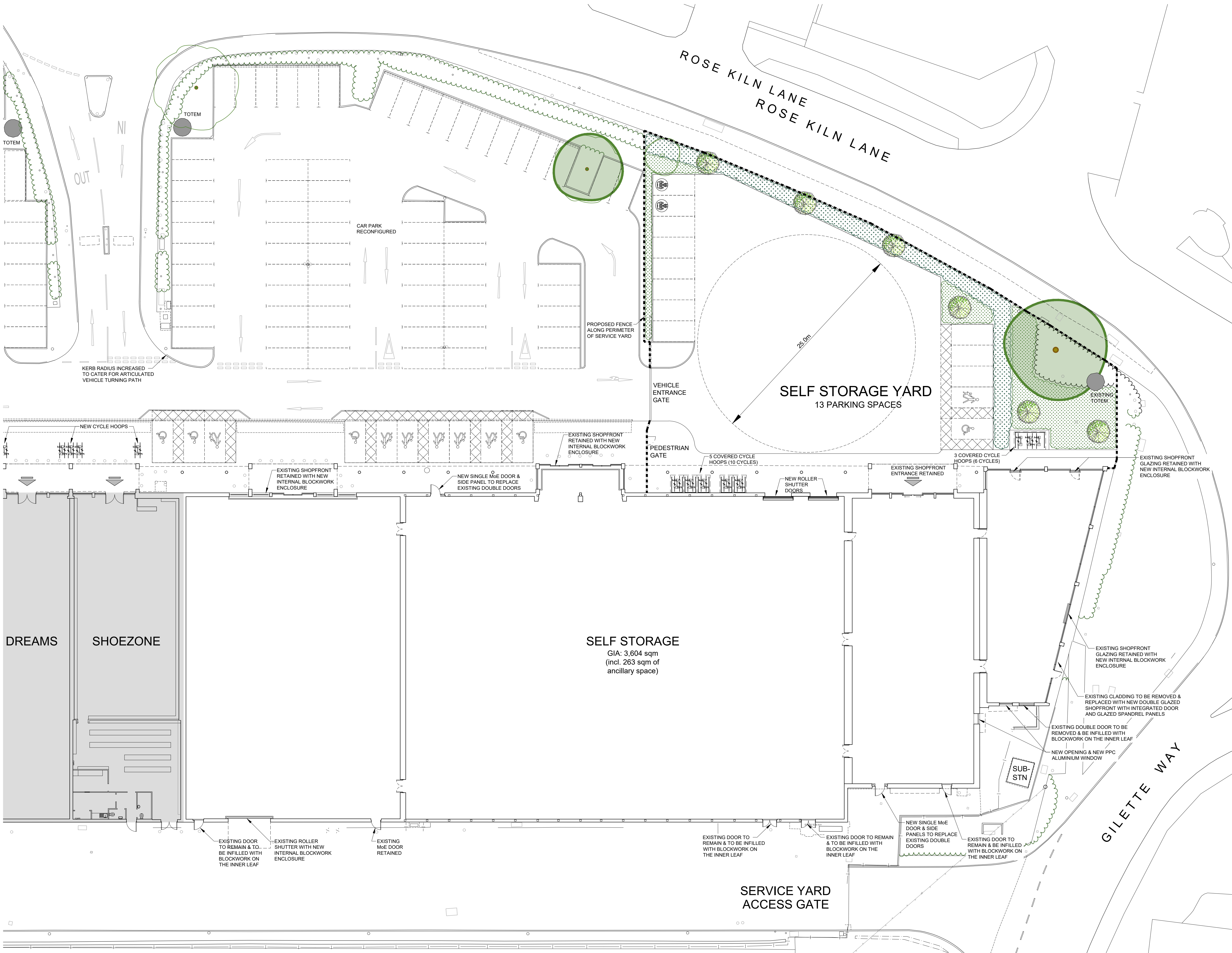
LANDSCAPING DETAIL SHOWN IN THIS DRAWING IS ILLUSTRATIVE ONLY. FOR ALL LANDSCAPE DETAIL REFER TO LANDSCAPE ARCHITECT'S DRAWINGS.



MountfordPigott

BRUNEL RETAIL PARK
READING

SITE PLAN
AS PROPOSED
2418-P01-E



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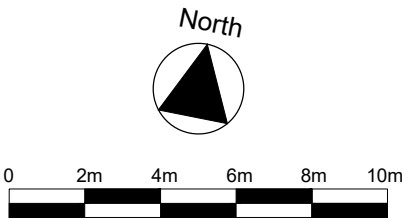
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LIST OF INFORMANTS:
OS LICENCE No. AC0000849896
OS CENTREMAPS ORDER No. CM-1289010-1681-290323
STAFSURV SITE SURVEY DWG No. 11144
-

REVISIONS	DATE	DRN	REV
ISSUED FOR PLANNING	29.06.23	HR	D
2 No. EV PARKING SPACES ADDED	09.10.23	HR	E

NOTE:

LANDSCAPING DETAIL SHOWN IN THIS DRAWING IS ILLUSTRATIVE ONLY. FOR ALL LANDSCAPE DETAIL REFER TO LANDSCAPE ARCHITECT'S DRAWINGS.



MountfordPigott

**BRUNEL RETAIL PARK
READING**

**GROUND FLOOR PLAN
AS PROPOSED
2418-P02-E**

ANNEX F

Calculation Reference: AUDIT-752101-230925-0908

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1507 to 6560 (units: sqm)
 Range Selected by User: 750 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	3 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
3	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
4	KS-02-F-01 MORTIMER STREET CLECKHEATON	ELECTRONICS DISTRIBUTION	KIRKLEES
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1507 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
6	WM-02-F-02 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON	LOGISTICS FIRM	WEST MIDLANDS
	Edge of Town Commercial Zone Total Gross floor area:	3625 sqm	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3500	0.057	1	3500	0.000	1	3500	0.057
05:30 - 06:00	1	3500	0.171	1	3500	0.029	1	3500	0.200
06:00 - 06:30	1	3500	0.086	1	3500	0.086	1	3500	0.172
06:30 - 07:00	1	3500	0.114	1	3500	0.029	1	3500	0.143
07:00 - 07:30	6	3926	0.064	6	3926	0.055	6	3926	0.119
07:30 - 08:00	6	3926	0.110	6	3926	0.025	6	3926	0.135
08:00 - 08:30	6	3926	0.153	6	3926	0.042	6	3926	0.195
08:30 - 09:00	6	3926	0.212	6	3926	0.059	6	3926	0.271
09:00 - 09:30	6	3926	0.127	6	3926	0.021	6	3926	0.148
09:30 - 10:00	6	3926	0.072	6	3926	0.025	6	3926	0.097
10:00 - 10:30	6	3926	0.089	6	3926	0.055	6	3926	0.144
10:30 - 11:00	6	3926	0.098	6	3926	0.072	6	3926	0.170
11:00 - 11:30	6	3926	0.081	6	3926	0.102	6	3926	0.183
11:30 - 12:00	6	3926	0.106	6	3926	0.085	6	3926	0.191
12:00 - 12:30	6	3926	0.093	6	3926	0.089	6	3926	0.182
12:30 - 13:00	6	3926	0.098	6	3926	0.072	6	3926	0.170
13:00 - 13:30	6	3926	0.102	6	3926	0.089	6	3926	0.191
13:30 - 14:00	6	3926	0.119	6	3926	0.068	6	3926	0.187
14:00 - 14:30	6	3926	0.081	6	3926	0.119	6	3926	0.200
14:30 - 15:00	6	3926	0.089	6	3926	0.093	6	3926	0.182
15:00 - 15:30	6	3926	0.076	6	3926	0.195	6	3926	0.271
15:30 - 16:00	6	3926	0.042	6	3926	0.106	6	3926	0.148
16:00 - 16:30	6	3926	0.064	6	3926	0.098	6	3926	0.162
16:30 - 17:00	6	3926	0.030	6	3926	0.085	6	3926	0.115
17:00 - 17:30	6	3926	0.021	6	3926	0.208	6	3926	0.229
17:30 - 18:00	6	3926	0.025	6	3926	0.115	6	3926	0.140
18:00 - 18:30	5	4410	0.023	5	4410	0.145	5	4410	0.168
18:30 - 19:00	5	4410	0.018	5	4410	0.063	5	4410	0.081
19:00 - 19:30	1	3500	0.000	1	3500	0.029	1	3500	0.029
19:30 - 20:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:00 - 20:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:30 - 21:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.421			2.259			4.680

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1507 - 6560 (units: sqm)
Survey date range:	01/01/15 - 27/09/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3500	0.029	1	3500	0.000	1	3500	0.029
05:30 - 06:00	1	3500	0.000	1	3500	0.029	1	3500	0.029
06:00 - 06:30	1	3500	0.000	1	3500	0.029	1	3500	0.029
06:30 - 07:00	1	3500	0.000	1	3500	0.029	1	3500	0.029
07:00 - 07:30	6	3926	0.013	6	3926	0.042	6	3926	0.055
07:30 - 08:00	6	3926	0.013	6	3926	0.017	6	3926	0.030
08:00 - 08:30	6	3926	0.021	6	3926	0.017	6	3926	0.038
08:30 - 09:00	6	3926	0.021	6	3926	0.025	6	3926	0.046
09:00 - 09:30	6	3926	0.008	6	3926	0.004	6	3926	0.012
09:30 - 10:00	6	3926	0.034	6	3926	0.008	6	3926	0.042
10:00 - 10:30	6	3926	0.034	6	3926	0.034	6	3926	0.068
10:30 - 11:00	6	3926	0.047	6	3926	0.030	6	3926	0.077
11:00 - 11:30	6	3926	0.042	6	3926	0.055	6	3926	0.097
11:30 - 12:00	6	3926	0.030	6	3926	0.034	6	3926	0.064
12:00 - 12:30	6	3926	0.051	6	3926	0.030	6	3926	0.081
12:30 - 13:00	6	3926	0.030	6	3926	0.013	6	3926	0.043
13:00 - 13:30	6	3926	0.025	6	3926	0.025	6	3926	0.050
13:30 - 14:00	6	3926	0.042	6	3926	0.013	6	3926	0.055
14:00 - 14:30	6	3926	0.034	6	3926	0.013	6	3926	0.047
14:30 - 15:00	6	3926	0.038	6	3926	0.013	6	3926	0.051
15:00 - 15:30	6	3926	0.042	6	3926	0.034	6	3926	0.076
15:30 - 16:00	6	3926	0.021	6	3926	0.008	6	3926	0.029
16:00 - 16:30	6	3926	0.030	6	3926	0.042	6	3926	0.072
16:30 - 17:00	6	3926	0.013	6	3926	0.013	6	3926	0.026
17:00 - 17:30	6	3926	0.000	6	3926	0.013	6	3926	0.013
17:30 - 18:00	6	3926	0.004	6	3926	0.038	6	3926	0.042
18:00 - 18:30	5	4410	0.005	5	4410	0.014	5	4410	0.019
18:30 - 19:00	5	4410	0.009	5	4410	0.009	5	4410	0.018
19:00 - 19:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
19:30 - 20:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:00 - 20:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:30 - 21:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.636			0.631			1.267

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
05:30 - 06:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
06:00 - 06:30	1	3500	0.029	1	3500	0.000	1	3500	0.029
06:30 - 07:00	1	3500	0.029	1	3500	0.000	1	3500	0.029
07:00 - 07:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
07:30 - 08:00	6	3926	0.004	6	3926	0.000	6	3926	0.004
08:00 - 08:30	6	3926	0.004	6	3926	0.000	6	3926	0.004
08:30 - 09:00	6	3926	0.004	6	3926	0.000	6	3926	0.004
09:00 - 09:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
09:30 - 10:00	6	3926	0.000	6	3926	0.004	6	3926	0.004
10:00 - 10:30	6	3926	0.004	6	3926	0.000	6	3926	0.004
10:30 - 11:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
11:00 - 11:30	6	3926	0.004	6	3926	0.004	6	3926	0.008
11:30 - 12:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
12:00 - 12:30	6	3926	0.004	6	3926	0.000	6	3926	0.004
12:30 - 13:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
13:00 - 13:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
13:30 - 14:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
14:00 - 14:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
14:30 - 15:00	6	3926	0.004	6	3926	0.004	6	3926	0.008
15:00 - 15:30	6	3926	0.000	6	3926	0.013	6	3926	0.013
15:30 - 16:00	6	3926	0.000	6	3926	0.013	6	3926	0.013
16:00 - 16:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
16:30 - 17:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
17:00 - 17:30	6	3926	0.000	6	3926	0.004	6	3926	0.004
17:30 - 18:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
18:00 - 18:30	5	4410	0.000	5	4410	0.000	5	4410	0.000
18:30 - 19:00	5	4410	0.000	5	4410	0.000	5	4410	0.000
19:00 - 19:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
19:30 - 20:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:00 - 20:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:30 - 21:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.086			0.042			0.128

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3500	0.029	1	3500	0.000	1	3500	0.029
05:30 - 06:00	1	3500	0.171	1	3500	0.000	1	3500	0.171
06:00 - 06:30	1	3500	0.029	1	3500	0.000	1	3500	0.029
06:30 - 07:00	1	3500	0.114	1	3500	0.000	1	3500	0.114
07:00 - 07:30	6	3926	0.038	6	3926	0.004	6	3926	0.042
07:30 - 08:00	6	3926	0.085	6	3926	0.008	6	3926	0.093
08:00 - 08:30	6	3926	0.115	6	3926	0.013	6	3926	0.128
08:30 - 09:00	6	3926	0.161	6	3926	0.013	6	3926	0.174
09:00 - 09:30	6	3926	0.085	6	3926	0.013	6	3926	0.098
09:30 - 10:00	6	3926	0.025	6	3926	0.000	6	3926	0.025
10:00 - 10:30	6	3926	0.017	6	3926	0.004	6	3926	0.021
10:30 - 11:00	6	3926	0.034	6	3926	0.021	6	3926	0.055
11:00 - 11:30	6	3926	0.021	6	3926	0.034	6	3926	0.055
11:30 - 12:00	6	3926	0.034	6	3926	0.021	6	3926	0.055
12:00 - 12:30	6	3926	0.025	6	3926	0.042	6	3926	0.067
12:30 - 13:00	6	3926	0.042	6	3926	0.042	6	3926	0.084
13:00 - 13:30	6	3926	0.051	6	3926	0.038	6	3926	0.089
13:30 - 14:00	6	3926	0.059	6	3926	0.038	6	3926	0.097
14:00 - 14:30	6	3926	0.030	6	3926	0.093	6	3926	0.123
14:30 - 15:00	6	3926	0.042	6	3926	0.059	6	3926	0.101
15:00 - 15:30	6	3926	0.025	6	3926	0.144	6	3926	0.169
15:30 - 16:00	6	3926	0.013	6	3926	0.085	6	3926	0.098
16:00 - 16:30	6	3926	0.008	6	3926	0.030	6	3926	0.038
16:30 - 17:00	6	3926	0.017	6	3926	0.064	6	3926	0.081
17:00 - 17:30	6	3926	0.017	6	3926	0.187	6	3926	0.204
17:30 - 18:00	6	3926	0.017	6	3926	0.068	6	3926	0.085
18:00 - 18:30	5	4410	0.018	5	4410	0.118	5	4410	0.136
18:30 - 19:00	5	4410	0.005	5	4410	0.050	5	4410	0.055
19:00 - 19:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
19:30 - 20:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:00 - 20:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:30 - 21:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.327			1.189			2.516

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
05:30 - 06:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
06:00 - 06:30	1	3500	0.057	1	3500	0.057	1	3500	0.114
06:30 - 07:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
07:00 - 07:30	6	3926	0.013	6	3926	0.008	6	3926	0.021
07:30 - 08:00	6	3926	0.013	6	3926	0.000	6	3926	0.013
08:00 - 08:30	6	3926	0.013	6	3926	0.013	6	3926	0.026
08:30 - 09:00	6	3926	0.025	6	3926	0.021	6	3926	0.046
09:00 - 09:30	6	3926	0.034	6	3926	0.004	6	3926	0.038
09:30 - 10:00	6	3926	0.013	6	3926	0.017	6	3926	0.030
10:00 - 10:30	6	3926	0.034	6	3926	0.017	6	3926	0.051
10:30 - 11:00	6	3926	0.013	6	3926	0.021	6	3926	0.034
11:00 - 11:30	6	3926	0.017	6	3926	0.013	6	3926	0.030
11:30 - 12:00	6	3926	0.042	6	3926	0.030	6	3926	0.072
12:00 - 12:30	6	3926	0.017	6	3926	0.017	6	3926	0.034
12:30 - 13:00	6	3926	0.017	6	3926	0.017	6	3926	0.034
13:00 - 13:30	6	3926	0.025	6	3926	0.025	6	3926	0.050
13:30 - 14:00	6	3926	0.017	6	3926	0.017	6	3926	0.034
14:00 - 14:30	6	3926	0.017	6	3926	0.013	6	3926	0.030
14:30 - 15:00	6	3926	0.008	6	3926	0.013	6	3926	0.021
15:00 - 15:30	6	3926	0.008	6	3926	0.013	6	3926	0.021
15:30 - 16:00	6	3926	0.008	6	3926	0.008	6	3926	0.016
16:00 - 16:30	6	3926	0.021	6	3926	0.025	6	3926	0.046
16:30 - 17:00	6	3926	0.000	6	3926	0.004	6	3926	0.004
17:00 - 17:30	6	3926	0.004	6	3926	0.008	6	3926	0.012
17:30 - 18:00	6	3926	0.004	6	3926	0.008	6	3926	0.012
18:00 - 18:30	5	4410	0.000	5	4410	0.014	5	4410	0.014
18:30 - 19:00	5	4410	0.005	5	4410	0.005	5	4410	0.010
19:00 - 19:30	1	3500	0.000	1	3500	0.029	1	3500	0.029
19:30 - 20:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:00 - 20:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:30 - 21:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.425			0.417			0.842

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
05:30 - 06:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
06:00 - 06:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
06:30 - 07:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
07:00 - 07:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
07:30 - 08:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
08:00 - 08:30	6	3926	0.004	6	3926	0.000	6	3926	0.004
08:30 - 09:00	6	3926	0.004	6	3926	0.000	6	3926	0.004
09:00 - 09:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
09:30 - 10:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
10:00 - 10:30	6	3926	0.004	6	3926	0.000	6	3926	0.004
10:30 - 11:00	6	3926	0.004	6	3926	0.000	6	3926	0.004
11:00 - 11:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
11:30 - 12:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
12:00 - 12:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
12:30 - 13:00	6	3926	0.008	6	3926	0.000	6	3926	0.008
13:00 - 13:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
13:30 - 14:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
14:00 - 14:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
14:30 - 15:00	6	3926	0.000	6	3926	0.008	6	3926	0.008
15:00 - 15:30	6	3926	0.000	6	3926	0.004	6	3926	0.004
15:30 - 16:00	6	3926	0.000	6	3926	0.004	6	3926	0.004
16:00 - 16:30	6	3926	0.004	6	3926	0.000	6	3926	0.004
16:30 - 17:00	6	3926	0.000	6	3926	0.004	6	3926	0.004
17:00 - 17:30	6	3926	0.000	6	3926	0.000	6	3926	0.000
17:30 - 18:00	6	3926	0.000	6	3926	0.000	6	3926	0.000
18:00 - 18:30	5	4410	0.000	5	4410	0.000	5	4410	0.000
18:30 - 19:00	5	4410	0.000	5	4410	0.000	5	4410	0.000
19:00 - 19:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
19:30 - 20:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:00 - 20:30	1	3500	0.000	1	3500	0.000	1	3500	0.000
20:30 - 21:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.028			0.020			0.048

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Proposed
Existing NFR 4175 sqm
Proposed Self Storage 6879 sqm
Proposed Comm Warehouse 6879 sqm

Existing Non-Food Use						Proposed Self Storage						Net Change				
	Trip Rates		Flows				Trip Rates		Flows				Trip Rates		Flows	
	Arrive	Depart	Arrive	Depart			Arrive	Depart	Arrive	Depart			Arrive	Depart	Arrive	Depart
AM Peak (0700 - 0800)	0.118	0.039	5	2		AM Peak (0700 - 0800)	0.094	0.056	6	4		AM Peak (0700 - 0800)			2	2
AM Peak (0700 - 0800)	0.135	0.056	6	2		AM Peak (0700 - 0800)	0.140	0.132	10	9		AM Peak (0700 - 0800)			4	7
AM Peak (0700 - 0800)	0.752	0.438	31	18		AM Peak (0700 - 0800)	0.197	0.159	14	11		AM Peak (0700 - 0800)			-18	-7
AM (0700 - 1000)	1.005	0.533	42	22		AM (0700 - 1000)	0.431	0.347	30	24		AM (0700 - 1000)			-12	2
PM Peak 1600 - 1700	0.786	0.741	33	31		PM Peak 1600 - 1700	0.178	0.150	12	10		PM Peak 1600 - 1700			-21	-21
PM Peak 1700 - 1800	0.775	0.831	32	35		PM Peak 1700 - 1800	0.085	0.187	6	13		PM Peak 1700 - 1800			-27	-22
PM Peak 1800 - 1900	0.797	1.062	33	44		PM Peak 1800 - 1900	0.038	0.037	3	3		PM Peak 1800 - 1900			-31	-42
PM 1600 - 1900	2.358	2.634	98	110		PM 1600 - 1900	0.301	0.374	21	26		PM 1600 - 1900			-78	-84
SAT Peak 1100 - 1200	2.553	2.266	107	95		SAT Peak 1100 - 1200	0.188	0.160	13	11		SAT Peak 1100 - 1200			-94	-84
SAT Peak 1200 - 1300	2.526	2.58	105	108		SAT Peak 1200 - 1300	0.281	0.290	19	20		SAT Peak 1200 - 1300			-86	-88
SAT Peak 1300 - 1400	3.399	3.317	142	138		SAT Peak 1300 - 1400	0.216	0.178	15	12		SAT Peak 1300 - 1400			-127	-126
SAT 1100 - 1400	8.478	8.163	354	341		SAT 1100 - 1400	0.685	0.628	47	43		SAT 1100 - 1400			-307	-298
Existing Scenario						Proposed Comm Warehouse						Net Change				
	Trip Rates		Flows				Trip Rates		Flows			Proposed	Trip Rates		Flows	
	Arrive	Depart	Arrive	Depart			Arrive	Depart	Arrive	Depart			Arrive	Depart	Arrive	Depart
AM Peak (0700 - 0800)			5	2		AM Peak (0700 - 0800)	0.174	0.080	12	6		AM Peak (0700 - 0800)			7	4
AM Peak (0700 - 0800)			6	2		AM Peak (0700 - 0800)	0.365	0.101	25	7		AM Peak (0700 - 0800)			19	5
AM Peak (0700 - 0800)			31	18		AM Peak (0700 - 0800)	0.199	0.046	14	3		AM Peak (0700 - 0800)			-18	-15
AM (0700 - 1000)			42	22		AM (0700 - 1000)	0.738	0.227	51	16		AM (0700 - 1000)			9	-7
PM Peak 1600 - 1700			33	31		PM Peak 1600 - 1700	0.094	0.183	6	13		PM Peak 1600 - 1700			-26	-18
PM Peak 1700 - 1800			32	35		PM Peak 1700 - 1800	0.046	0.323	3	22		PM Peak 1700 - 1800			-29	-12
PM Peak 1800 - 1900			33	44		PM Peak 1800 - 1900	0.041	0.208	3	14		PM Peak 1800 - 1900			-30	-30
PM 1600 - 1900			98	110		PM 1600 - 1900	0.181	0.714	12	49		PM 1600 - 1900			-86	-61
SAT Peak 1100 - 1200			107	95		SAT Peak 1100 - 1200	0.187	0.187	13	13		SAT Peak 1100 - 1200			-94	-82
SAT Peak 1200 - 1300			105	108		SAT Peak 1200 - 1300	0.191	0.161	13	11		SAT Peak 1200 - 1300			-92	-97
SAT Peak 1300 - 1400			142	138		SAT Peak 1300 - 1400	0.221	0.157	15	11		SAT Peak 1300 - 1400			-127	-128
SAT 1100 - 1400			354	341		SAT 1100 - 1400	0.599	0.505	41	35		SAT 1100 - 1400			-313	-306