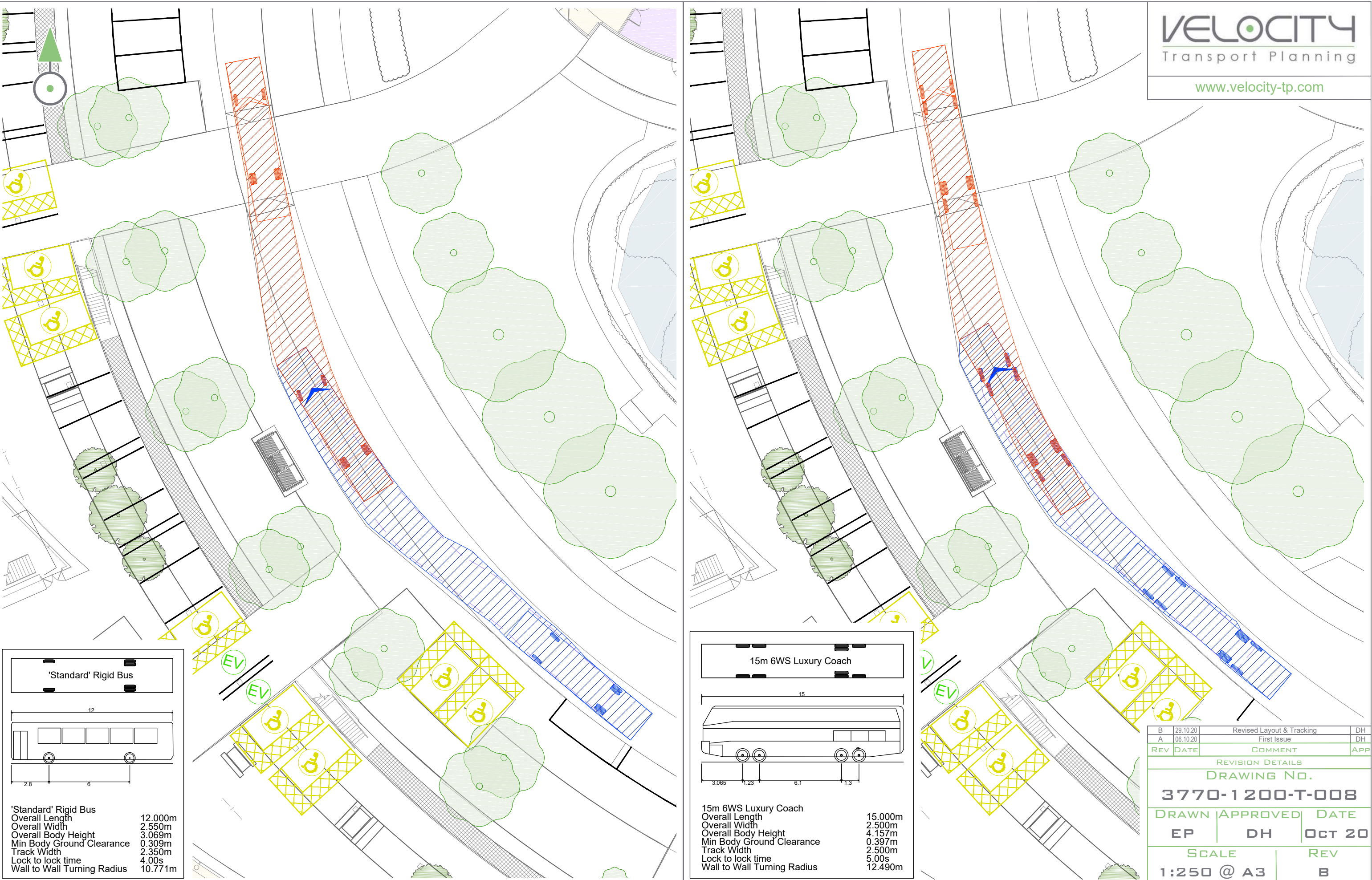


APPENDIX C

VEHICLE SWEEP PATH ANALYSIS





'Standard' Rigid Bus

12

2.8

6

'Standard' Rigid Bus

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

12.000m
2.550m
3.069m
0.309m
2.350m
4.00s
10.771m

15m 6WS Luxury Coach

15

3.065

1.23

6.1

1.3

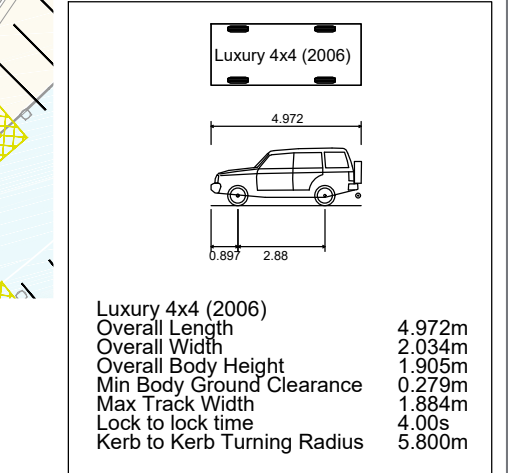
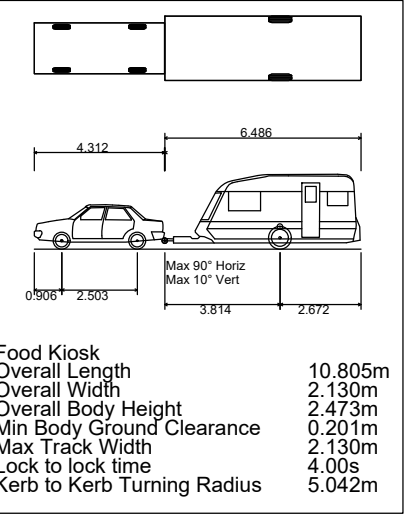
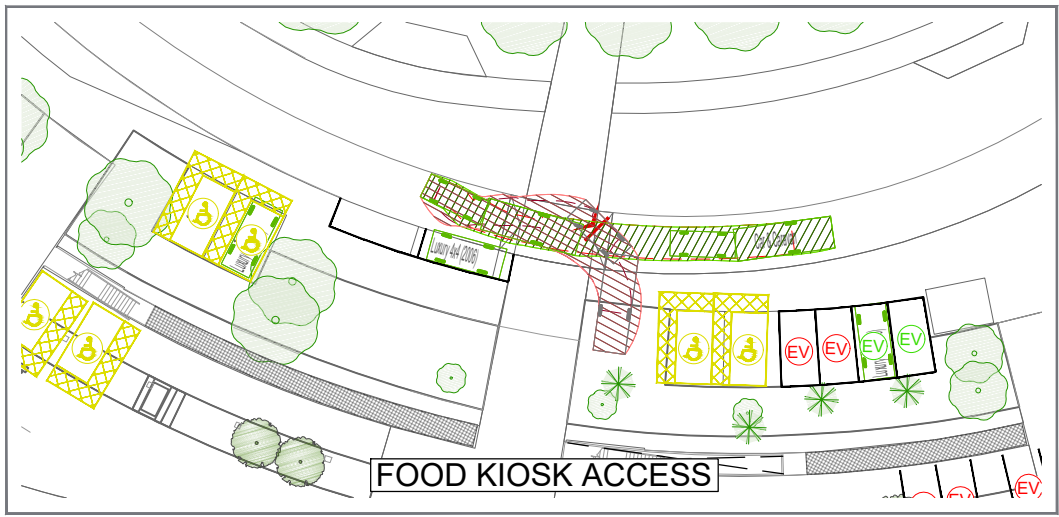
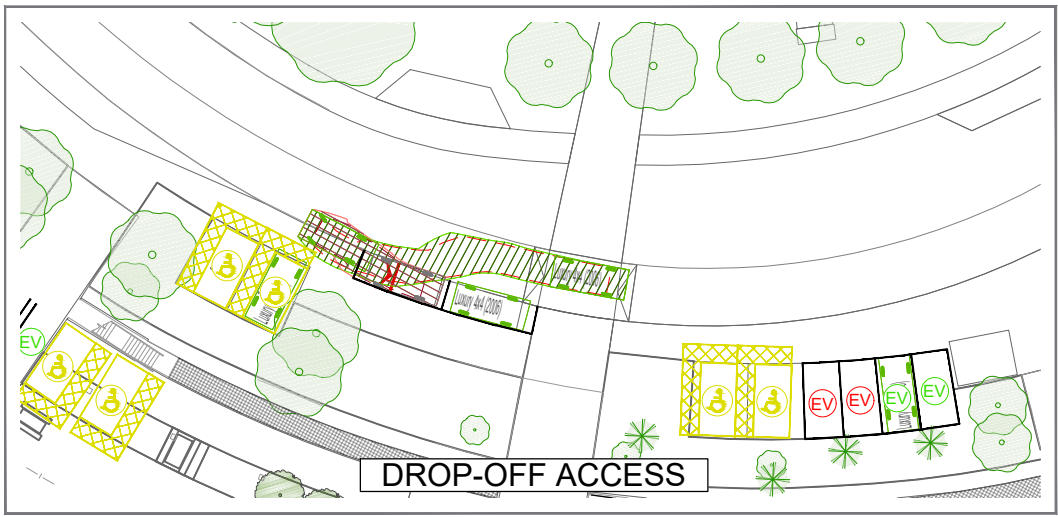
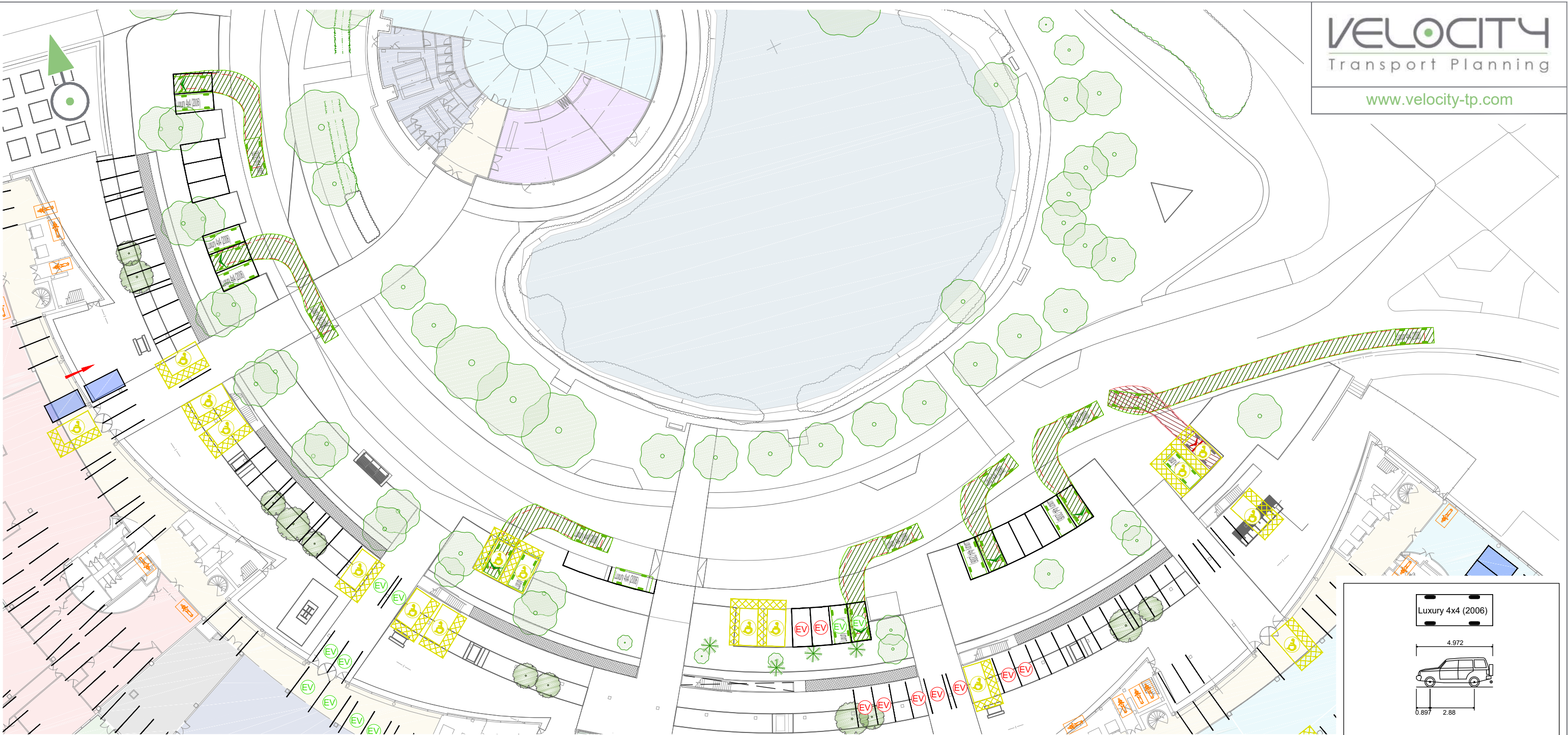
15m 6WS Luxury Coach

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

15.000m
2.500m
4.157m
0.397m
2.500m
5.00s
12.490m

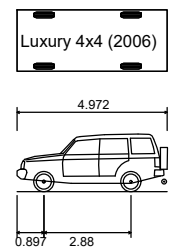
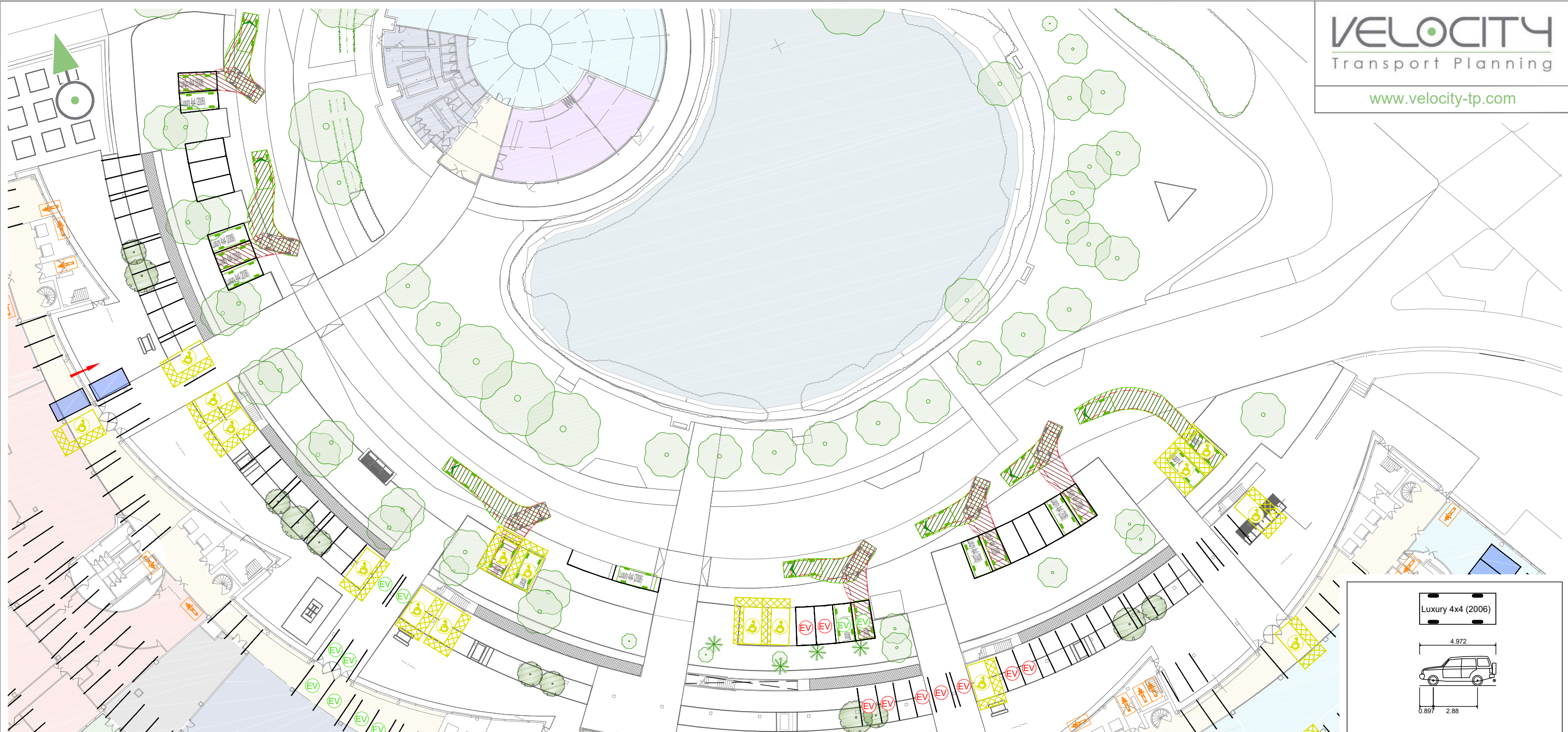
B	29.10.20	Revised Layout & Tracking	DH
A	06.10.20	First Issue	DH
REV	DATE	COMMENT	APP
REVISION DETAILS			
DRAWING NO.			
3770-1200-T-008			
DRAWN		APPROVED	DATE
EP		DH	OCT 20
SCALE		REV	
1:250 @ A3		B	





B	29.10.20	Revised Layout & Tracking	DH
A	06.10.20	First Issue	DH
REV	DATE	COMMENT	APP
REVISION DETAILS			
DRAWING NO.			
3770-1200-T-009			
DRAWN APPROVED DATE			
EP		DH	OCT 20
SCALE REV			
1:250 @ A3		B	





Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.884m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.800m

B	29.10.20	Revised Layout & Tracking	DH
A	06.10.20	First Issue	DH
REV	DATE	COMMENT	APP

REVISION DETAILS

DRAWING NO.

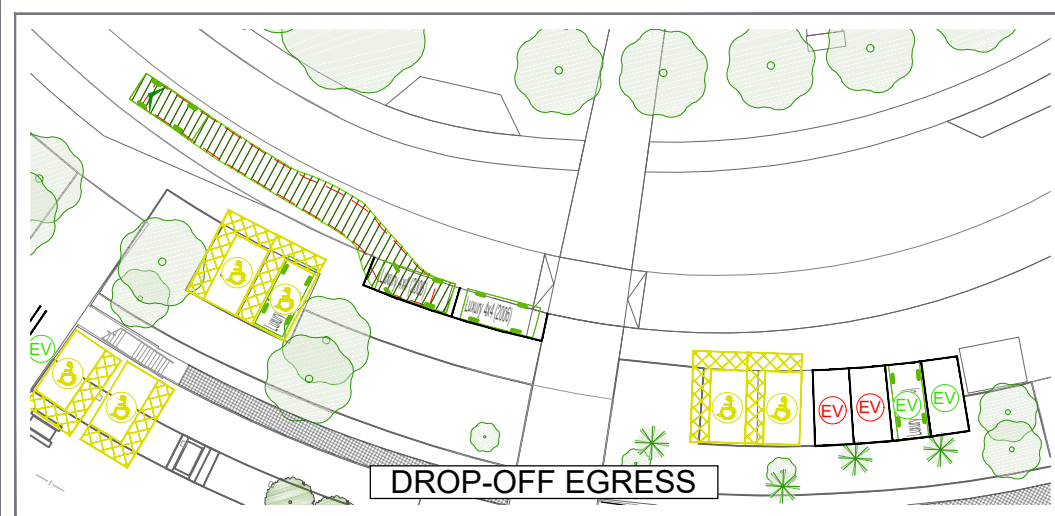
3770-1200-T-010

DRAWN APPROVED DATE

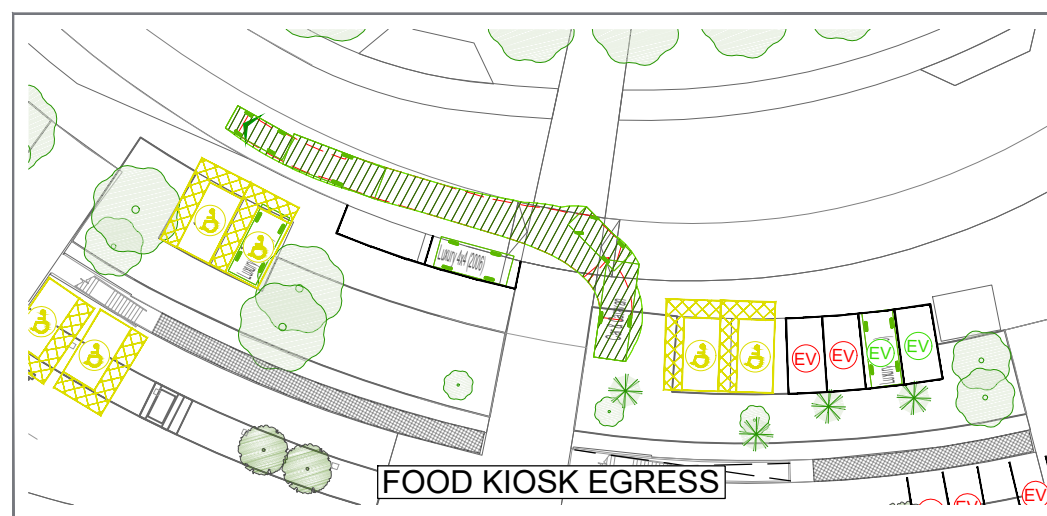
EP DH OCT 20

SCALE REV

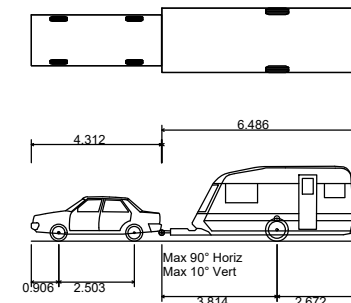
1:250 @ A3 B



DROP-OFF EGRESS



FOOD KIOSK EGRESS



Food Kiosk
Overall Length 10.805m
Overall Width 2.130m
Overall Body Height 2.473m
Min Body Ground Clearance 0.201m
Max Track Width 2.130m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.042m

CLIENT

TRISTAN CAPITAL PARTNERS

PROJECT

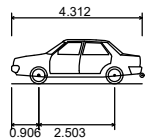
READING INTERNATIONAL BUSINESS PARK

DRAWING TITLE

FRONT LANDSCAPE - SWEEP PATH ANALYSIS -
CAR PARK, DROP-OFF & FOOD KIOSK - EGRESS

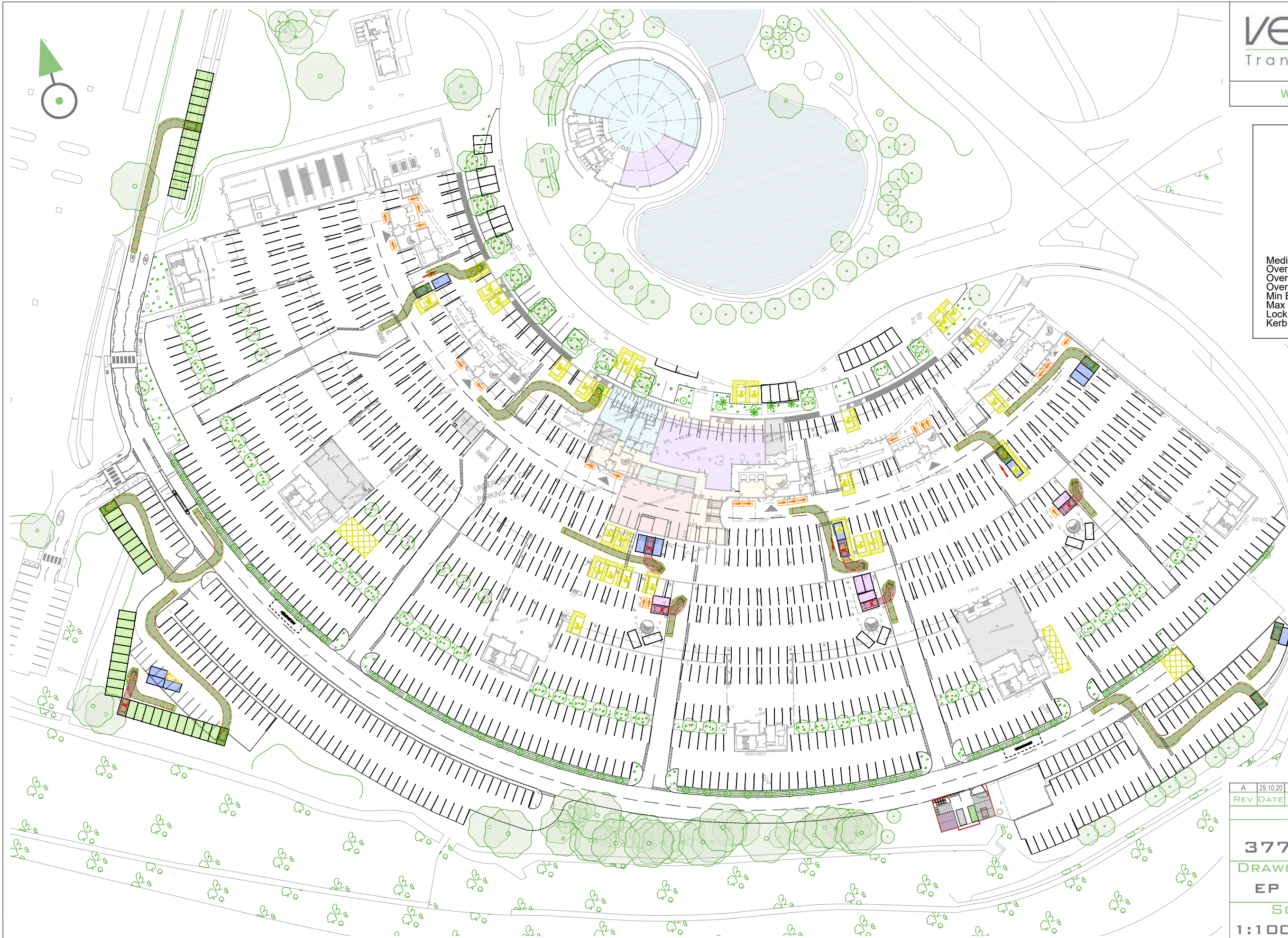


Medium Sized Car



Medium Sized Car
Overall Length 4.319m
Overall Width 1.686m
Overall Body Height 1.466m
Min Body Ground Clearance 0.228m
Max Track Width 1.591m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.042m

A	29.10.20	First Issue	DH
REV	DATE	COMMENT	APP
REVISION DETAILS			
DRAWING NO.			
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DRAWN		APPROVED	DATE
EP		DH	OCT 20
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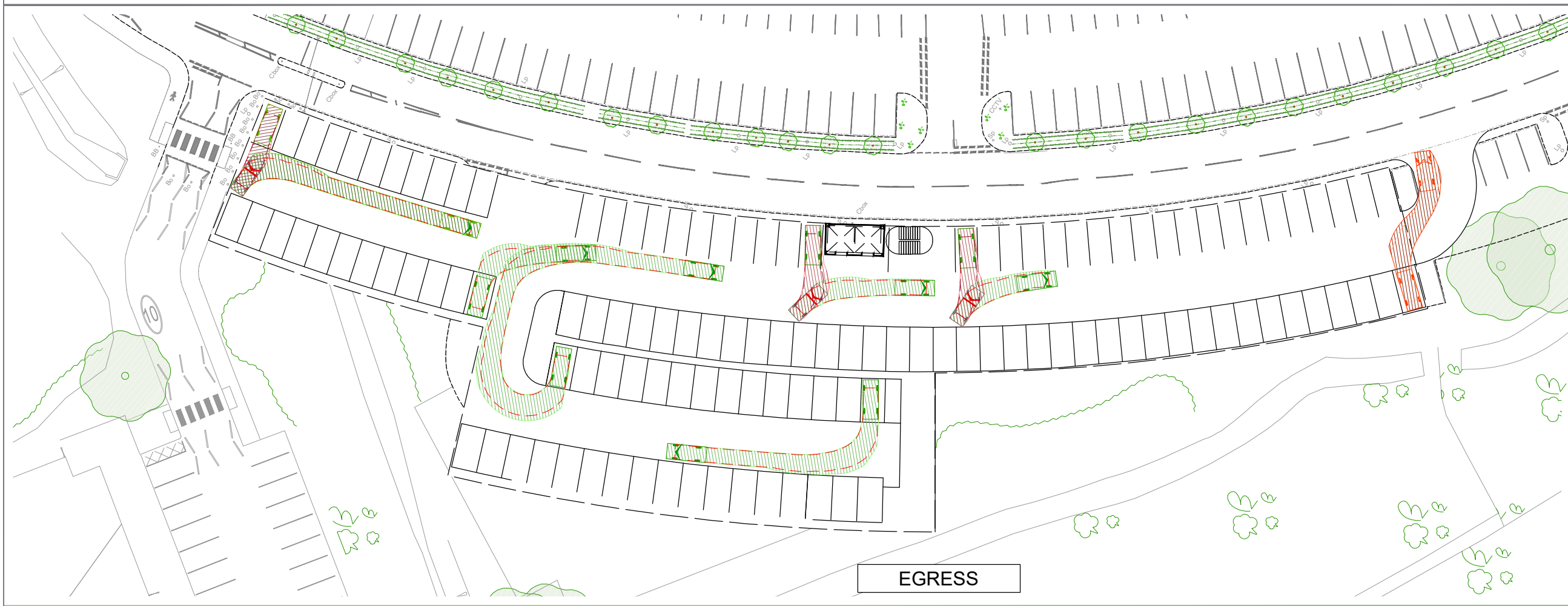


Transport Planning

www.velocity-tp.com

Medium Sized Car

Medium Sized Car
Overall Length 4.319m
Overall Width 1.686m
Overall Body Height 1.466m
Min Body Ground Clearance 0.228m
Max Track Width 1.591m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.042m



A	11.11.20	First Issue	DH
REV	DATE	COMMENT	APP

REVISION DETAILS

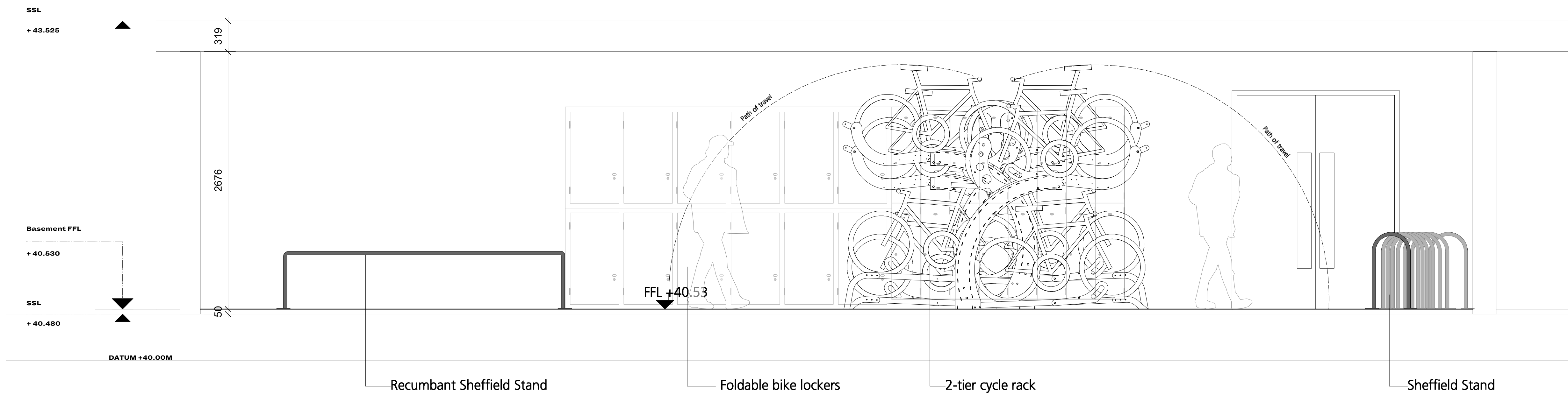
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DRAWN EP	APPROVED DH	DATE Nov 20
SCALE 1:500 @ A3		REV A

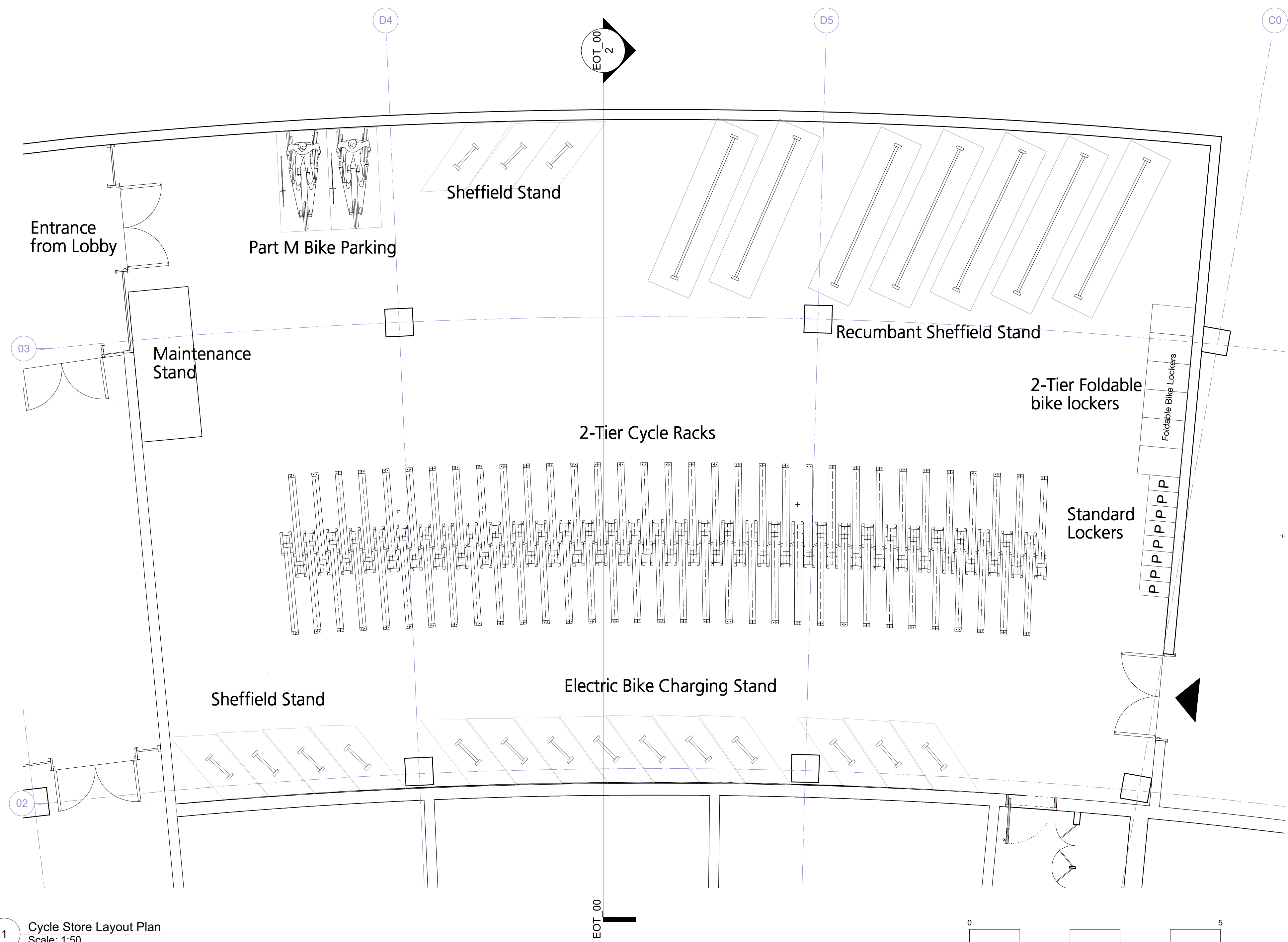
EGRESS

APPENDIX D

PACKAGE OF SUSTAINABLE TRANSPORT
MEASURES AND CYCLE STORE



2 Section 1
Scale: 1:25



1 Cycle Store Layout Plan
Scale: 1:50

GENERAL NOTES.

© Buckley Gray Yeoman Limited

All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.

Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.

All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.

Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect

DO NOT SCALE FROM THIS DRAWING.

NOTES.

T1 28.10.20 Issue for Tender

JL

REV. DATE NOTE

DRAWN

BGY

BUCKLEY GRAY YEOMAN
+ 44 20 7033 9913
BGY.CO.UK

CLIENT

Alchemy Asset Management

PROJECT

RIBP

DRAWING

Cycle Store Layout

SCALE

1:50 @ A1

1:100 @ A3

DATE

Oct. 2020

DWG No.

1172_EOT-00

REVISION

T1

STATUS

TENDER

APPROVED

LL

Legend

Ceiling Finishes Key

CS-04 Exposed Soffit

BE-12 Suspended Ceiling
(Shallow void)

BE-12 Suspended Ceiling

BE-12 Suspended Ceiling (Thermal Insulation
required - refer to Stage 2 report)

Light Fitting Key

NE-24 Spheric Lighting

BE-13 Linear Lighting

CR-19 Down Lighting

BG-13 Track Lighting

CS-04 Wall Lighting

MEP Fitting Key

Presence detector

Smoke detector

TO-07 Wide steel cable tray

MEP Vent and Distribution. Refer
to MTT Drawings for details

General Notes

1. Remove all loose material and redundant joinery as
outlined in Soft Strip Out Schedule.

2. All redundant data points, electrical sockets, telephone
points, fire sockets and redundant conduit to be removed
and made good.

3. For finishes refer to Outline Specification

4. For proposed emergency lights refer to M.E engineers
information.

5. Soffit to be cleaned and made good. Sample area to be
provided by contractor for quality approval by architect

The diagram is a detailed architectural floor plan of the Basement Entrance Lobby. It features a large 'UNDERCROFT CAR PARK' at the top. Key proposed areas include a 'PROPOSED CYCLE STORE', 'PROPOSED TREATMENT ROOM 1' and '2', 'PROPOSED GYM' with skylights, 'PROPOSED MALE/FEMALE CHANGING ROOMS' and 'SHOWER ROOMS', 'PROPOSED STAFF BREAKOUT SPACE', and 'PROPOSED STAFF CHANGING SHOWER ROOM'. Existing areas include 'CORE D LIFT LOBBY', 'CORE C LIFT LOBBY', 'EXISTING STAIRS TO G/F', 'EXISTING PRAYER ROOM', and 'EXISTING ROOM'. MEP systems are shown with blue lines for vents and distribution, and various symbols for lighting and detectors. Structural elements like columns and walls are indicated with dashed lines. A scale bar (0-10m) and north arrow are at the bottom right.

GENERAL NOTES.

© Buckley Gray Yeoman Limited

All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.

Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.

All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.

Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect

DO NOT SCALE FROM THIS DRAWING.

NOTES.

T1 28.10.20 Issue for Tender

JL

REV. DATE

NOTE

JL

DRAWN

BGY

BUCKLEY GRAY YEOMAN
+ 44 20 7033 9913
BGY.CO.UK

CLIENT

Alchemy Asset Management

PROJECT

RIBP

DRAWING

Basement Entrance Lobby
Reflected Ceiling Plan

SCALE

1:100 @ A1

1:200 @ A3

DATE

Oct. 2020

DWG No.

1172_RC-A3

REVISION

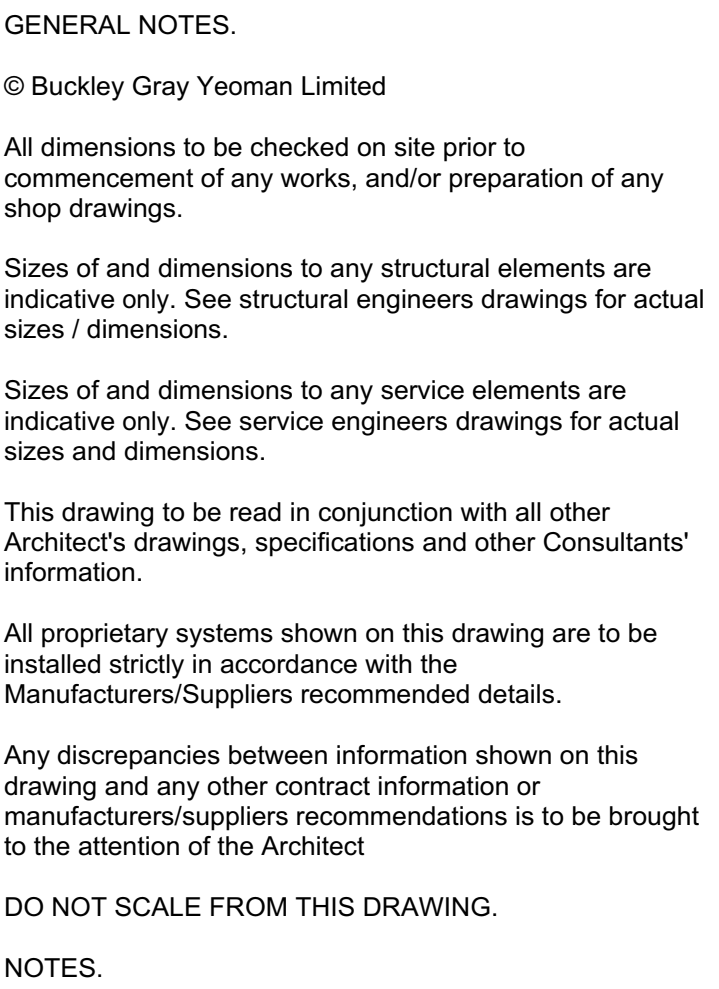
T1

STATUS

TENDER

APPROVED

LL



1 Changing Room Layout Plan
Scale: 1:50



SUSTAINABLE TRAVEL MITIGATION PACKAGE

EASITRIBP

A dedicated travel network will be established by easit. They offer a complete long-term managed transport solution, are excellent at keeping businesses engaged and offer numerous benefits such as car sharing incentives, discounted public transport, cycle loans, and other sustainable travel benefits.

All businesses will have FREE access to what will be referred to as the easitRIBP network and all initiatives on offer.



CYCLE PARKING

RIBP are committed to providing a complete overhaul of onsite parking facilities. This will be provided by way of a bespoke cycle parking / storage / changing facility consisting of 174 long stay cycle parking spaces (75% two-tier racks, 5% enlarged cycle spaces, 10% foldable bike lockers, 10% Sheffield stands).

An additional 16 visitor spaces will be provided at the front of the site, in the form of covered Sheffield stands.



CAR SHARING BAYS

Free guaranteed car parking for car sharers will be allocated, with 25 bays marked on site.

This initiative will reduce single occupancy car trips to/from the site.

Carsharers can connect as part of the easit share website.

ELECTRIC CHARGING BAYS

The site currently has no electric vehicle charging points.

Electric charging points are encouraged at all new development in Reading through the RBC Revised Parking Standards and Design (2011).

63 spaces will be connected as active electric charging bays with a further 63 spaces connected with passive provision for future conversion. Overall, 10% of the total parking provision.



GREEN PARK STATION PROMOTION

From a recent survey 54% of respondents indicated that they could use the new Green Park Station when open.

The best time to change travel habits is during a time of change, for example a new job location, and therefore the new Green Park station (and other travel options / initiatives) will be promoted to all tenants and employees.



CYCLE DOCKING STATION

In anticipation that Green Park Station will have a cycle docking station, it is proposed to safeguard the space for the equivalent capacity for a 10 space docking station on-site.

The docking station will be strategically placed to enable employees working at the site to easily commute by bike for the last part of their journey, making commuting by train to the new station a more attractive mode choice.



GREENWAVE BUS

RIBP pays contributions to the Greenwave Bus service, operated by Reading Buses and Reading Borough Council, which stops at a bus stop within the site.

RIBP will commit to renewing their contractual obligations to facilitate the continued running of this service, to ensure the bus remains an attractive and easy mode choice for employees.

BUS STOP IMPROVEMENTS

Improved accessibility by bus will be facilitated by the provision of real time information boards for the within the new reception and at the bus stop.

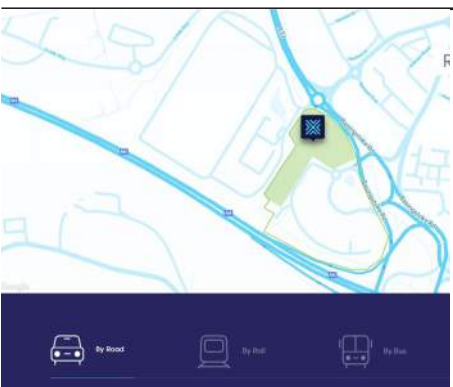
A bus shelter and seating will also be implemented adjacent to the new bus layby location improving shade, shelter, and comfort for RIBP staff and visitors.



WALKING AND CYCLING AUDIT

There are external barriers to walking and cycling as safe and convenient modes of travel to/from the site.

A walking and cycling audit of the pedestrian and cycle links from the key residential areas and public transport nodes will be undertaken using the principals of TfL's Healthy Streets criteria to prioritise any improvements by their potential to encourage more walking and cycling trips.



TRAVEL WEBPAGE

A dedicated travel information page will be implemented on the Reading International Business Park website, to provide a centralised information source for travel information for all staff, prospective tenants, and visitors.

To help stagger peak demand for departures from the estate live webcam footage will be displayed to provide continuous footage of traffic conditions outside the estate.

APPENDIX E

PUBLICATION ON SIDE EFFECT OF PANDEMIC
ON CAR TRANSPORT

From the publishers of ▼

[Sign out](#)



PLANNING

Planning Resource: independent intelligence for planning professionals

Hopes fade for 'positive side-effect' of pandemic on non-car transport

9 November 2020 by Gavin McEwan

A report on setbacks for those hoping Covid-19 would bring forward fresh attitudes to non-car forms of transport leads our roundup of today's newspapers and online news.



The Coronavirus pandemic “has put back attitudes to driving versus public transport by two decades”, [The Guardian says](#). Almost two-thirds of UK car owners now consider their vehicle essential, research by the RAC has found, with a sharp fall, back to the 2002 figure, in those saying they would use their cars less if there was better public transport - even though half of those polled reported using their car less overall this year. “Optimism is dwindling that lower traffic volumes and increased cycling and walking could be maintained as a positive side-effect after the pandemic,” the paper says.

Bradford Council has a backlog of 1,651 outstanding planning enforcement cases, [according to the Telegraph & Argus](#). A committee report reveals the West Yorkshire authority concluded 1,119 planning investigations in the last financial year, issued 108 enforcement notices and initiated 26 prosecutions. But one area planning manager said of this: “It can be a very long drawn-out process. A lot of applicants play the procedural game - they know the process inside out.”

Meanwhile, the West Yorkshire Combined Authority will give nearly £3 million to help fund conversion of a 1970s Modernist office block in Bradford city centre into apartments and commercial space. The “long-empty” former Yorkshire Building Society headquarters “is seen by many as one of the city’s biggest eyesores”, [the Yorkshire Post says](#), but adds that with planning permission for the conversion already granted, work could begin next month.

The latest solar farm to go before planners is an 80-hectare scheme in northeast Leicestershire, [the Leicester Mercury reports](#). The “massive” 50MW facility extending over eight fields has been submitted to Melton Borough Council. Applicant Green Farm Solar says the “poorer quality” farmland is not constrained by environmental designations and “will not therefore cause any unacceptable visual harm”.

Milton Keynes planners have narrowly rejected plans for a Hindu temple housed in “a shipping-container based construction”. The committee said the structure was “inappropriate for a temple” with “a design out of keeping with the local area”, while also voicing concerns over traffic. The ward’s councillor has said he will work with the community to find a more suitable site, [local radio station MKFM said](#).

Yesterday’s World Town Planning Day saw Radio 6 Music DJ Amy Lamé devote [her afternoon show](#) to “curating a two-hour playlist of appropriate town planning tuneage”.

