

Unit 1 & 1a Stadium Trade & Business Park, Reading

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Contents

1	Introduction.....	1
	Background.....	1
	Report Structure.....	1
2	Existing Conditions.....	2
	Background.....	2
	Local Highway Network.....	2
	Road Accident Data	1
	Public Transport Accessibility.....	1
	Pedestrian Accessibility	1
	Cycle Accessibility.....	2
	Summary.....	2
3	Planning Context.....	3
	Preamble	3
	National Planning Policy	3
	Local Policy	5
4	Development Proposals	7
	The Proposed Development.....	7
	Access	7
	Car Parking Provision.....	8
	Cycle Parking Provision.....	8
	Servicing and Waste Strategy.....	8
5	Trip Generation & Impact Assessment	9
	Trip Generation	9
	Impact Assessment.....	9
	Mitigation Measures	9
6	Summary and Conclusions.....	10
	Summary.....	10
	Conclusions.....	10

Tables

Table 2.1: Collision by Year 2017-2019.....	1
Table 2.2: Collisions by Location.....	1
Table 2.3: Peak Hour Bus Services	1
Table 2.4: Peak Hour Rail Frequencies	1
Table 3.1: Maximum Car Parking Standards.....	6
Table 3.2: Minimum Cycle Parking Standards	6
Table 4.1: Schedule of Accommodation	7

Appendices

- A Site and Ground Floor Plans**
- B Swept Path Analysis**

1 Introduction

Background

- 1.1 This Transport Statement (TS) has been prepared by Steer for Hathaway Opportunity Fund General Partner Ltd (the Applicant) in support of the planning application for:

“The reinstatement of Unit 1 & 1A recently damaged by fire to create four units within the same footprint”

- 1.2 The Site of the Proposed Redevelopment is off Stadium Way, south of the Great Western main line, in the Stadium Trade & Business Park within Reading Borough Council (RBC).
- 1.3 This document has been produced in accordance with the Guidance on Transport Assessments published by the Department for Transport (DfT) and considers the Reading Borough Local Plan (2019) and the Draft Reading Transport Strategy (2020).
- 1.4 This TS demonstrates the means of access to the proposed development for vehicles, public transport passengers, pedestrians and cyclists including access by those with mobility impairments and the requirements of delivery/servicing vehicles.
- 1.5 The document assesses the change in travel behaviour associated with the development and assesses the impact of this change on the local highway network and public transport services in the vicinity of the site.

Report Structure

- 1.6 This report is divided into eight chapters, of which this forms the introduction. The structure of the remainder of the report is as follows:
- **Chapter 2:** Existing Conditions;
 - **Chapter 3:** Planning Context;
 - **Chapter 4:** Development Proposals;
 - **Chapter 5:** Trip Generation;
 - **Chapter 6:** Impact Assessment; and
 - **Chapter 7:** Summary and Conclusions.

2 Existing Conditions

Background

2.1 This chapter examines existing baseline transport conditions in the vicinity of the Application Site. This includes a review of the following;

- Local Highway Network;
- Road traffic accidents;
- Public transport accessibility and service provision; and
- Pedestrian and cycle access

Local Highway Network

2.2 The Site is bounded to the north by Stadium Way, car parking to the east, a neighbouring industrial unit to the south and a parking / storage area to the west.

2.3 Stadium Way functions as the access road to the Stadium Trade and Business Park within which the Site sits. It is private road and provides access to associated parking areas and units along its southern side whilst supporting associated parking along its northern kerb.

2.4 Vehicles seeking to access the Site arrive/depart primarily via Scours Lane and the A329 Oxford Road, which runs east-southeast to west-northwest approximately 250m to the south. This road, which runs between Wentworth and Thame via Reading, connects the Site directly with Tilehurst to the west and central Reading to the east.

2.5 Maps showing the local highway context and the site's location are included overleaf in **Figure 2.1** and **Figure 2.2**.

On-Site Car Parking

2.6 The Site currently provides 12 car parking spaces on its eastern side and a parking / storage area to its immediate west; this area can support a number of HGVS / LGVs and smaller vehicles although no formal parking spaces are demarcated.

Figure 2.1: Local Highway Context

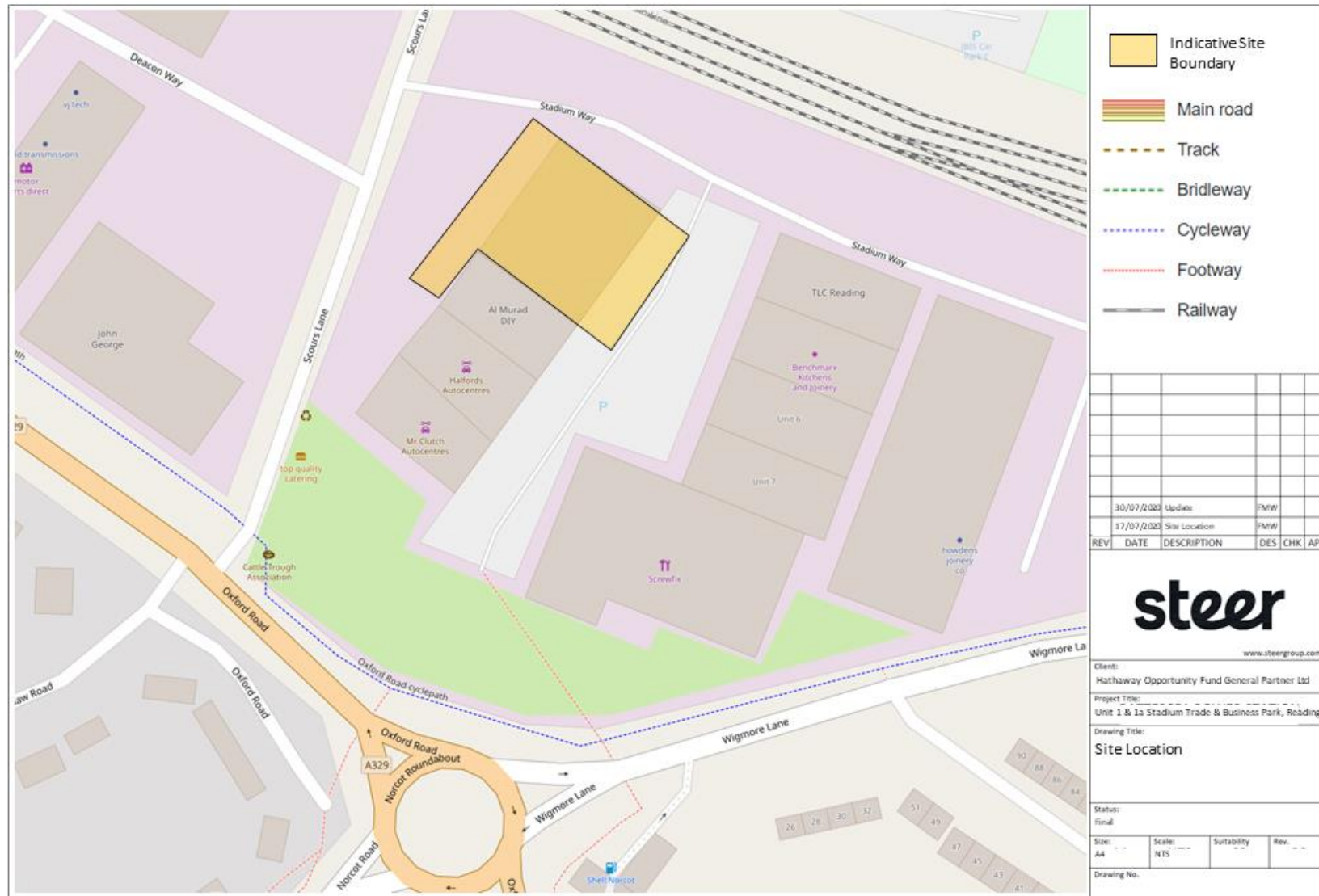


Figure 2.2: Site Location



Road Accident Data

2.7 Personal Injury Collision (PIC) data for the three years between 2017 and 2019 (latest available data) has been obtained from Crashmap. A summary schedule of accident data obtained from the Crashmap website and a location map has been included in **Figure 2.3**.

2.8 The severity of accidents is based upon the following classification:

- **Slight Injury** (an injury requiring a visit to hospital);
- **Serious Injury** (an injury requiring an overnight stay in hospital); and
- **Fatal** (the injured party died within two months of the accident).

2.9 The severity of the accident refers to the injured party so that, for example if a car collides with a cyclist who is slightly injured this would be classified as a cycle slight injury accident.

Collision Review

2.10 A total of 20 collisions were recorded within the study area, comprising of 14 slight collisions and 6 serious collisions. Zero fatalities were recorded in the study period. It should be noted that the data only includes recorded collisions which resulted in personal injury; therefore, collisions which go unreported and/or only resulted in material damage are not included in the data period.

2.11 **Table 2.1** shows a breakdown of collision by year and severity.

Table 2.1: Collision by Year 2017-2019

	Collisions			
Year	Slight	Serious	Fatal	Total
2017	11	3	0	14
2018	3	3	0	6
2019	0	0	0	0
Total	14	6	0	20

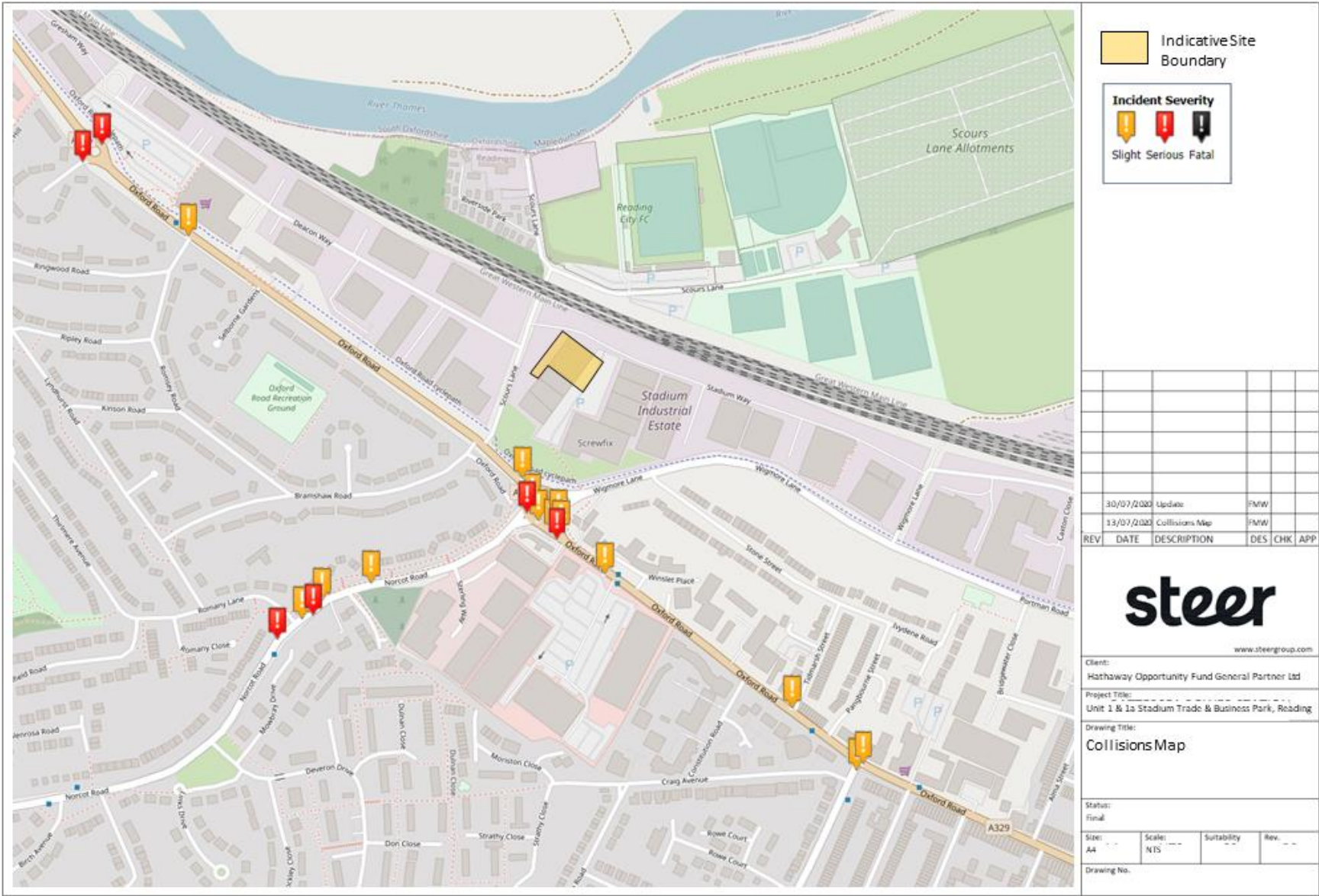
2.12 **Table 2.2** shows a breakdown of collisions by location.

Table 2.2: Collisions by Location

	Collision Categories			
Location	Slight	Serious	Fatal	Total
Oxford Road / Norcot Road / Wigmore Lane junction	6	2	0	8
Oxford Road	5	2	0	7
Norcot Road	2	3	0	5
Total	13	7	0	20

2.13 Reviewing the collisions by location shows that the majority occurred along Oxford Road or at the roundabout of Oxford Road / Norcot Road / Wigmore Lane. The data does not show any grouping of collisions or a statistically high occurrence of collisions at the entrance to the site nor along the key access routes or junctions to/from the Site and the introduction of the Proposed Development is not anticipated to have a significant impacts upon existing accident rates. The local road infrastructure would not appear to have any significant safety issues and would therefore be considered appropriate to the proposals.

Figure 2.3: Collision Map



Public Transport Accessibility

- 2.14 Current government guidance places significant emphasis on the need for sustainable transport for all new development. This forms part of a long-term strategy to reduce reliance on private vehicular trips and increase the number of persons travelling by sustainable modes. The following sub-sections consider the accessibility of the Site by sustainable modes of transport.

Buses

- 2.15 There are 2 regular bus routes that run within the vicinity of the Site. The closest bus stops to the site are those at 'Cold Store' on the Oxford Road approximately 180m south-west of the Site. **Table 2.3** details the bus services by operator, route and frequency per hour in the weekday morning peak.

Table 2.3: Peak Hour Bus Services

Service	Operator	Bus Route	Peak Hour Frequency (buses per hour by direction)
16 Sky Blue	Reading Buses	Purley – Central Reading	4
143	Thames Travel	Goring – Central Reading	1
Total			5

National Rail

- 2.16 The Site is located approximately 1.4km west Tilehurst station, the closest national rail station to the site. The station is served by Great Western Railway train services with connections eastbound towards London Paddington, and westbound to Oxford. **Table 2.4** sets out the AM peak hour (08:00-09:00) service frequencies at this station.

Table 2.4: Peak Hour Rail Frequencies

Service	Direction	Peak Hour Frequencies (trains per hour by direction)
Great Western Railway	To Reading	1
	To London Paddington (stopping service)	1
	To London Paddington (express)	2
	To Didcot	2
	To Oxford	1

Pedestrian Accessibility

- 2.17 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-overlooked part of all longer journeys by public transport.
- 2.18 Within the Business Park, pedestrians generally walk on hardstanding, segregated from vehicles using Stadium Way. Pedestrians can exit the Business Park using footways on Scour Lane and via a footpath to Wigmore Lane accessible from the parking area east of the Site.
- 2.19 Footways are present on routes towards local facilities and public transport nodes, which include Scour Lane, Wigmore Lane and the A329 Oxford Road. Dropped kerbs are provided in appropriate locations on Scour Lane for vehicle accesses and bell mouths. Street lighting is

present on all routes. Formal crossing points are provided on the A329 Oxford Road and Wigmore Lane.

Cycle Accessibility

- 2.20 Cycling is an important part of both national and local transport policy. An increased perception of cycling is a real alternative mode of transport to the car and a growth in cycling as a leisure activity has increased the demand for cycling in recent years. Cycling has the potential to substitute for short car trips, particularly those less than 5km.
- 2.21 Cycle Route R5 runs parallel to Oxford Road to the south of the site. The cycle route is largely separated from roads along its route from Tilehurst Station to Reading Town Centre. The smaller roads in the vicinity of the site appear low in traffic numbers and are considered appropriate for on-road cycling.

Summary

- 2.22 The Site is well located in terms of access to public transport, local amenities and services. The level of public transport provision in conjunction with pedestrian and cycle facilities in the vicinity should encourage employees and visitors to use a variety of modes to access the Site other than private car. However, it is recognized that employees and visitors may have other motivations for travelling by private car to a Site such as this (i.e. the need to transport goods or materials).

3 Planning Context

Preamble

- 3.1 This chapter presents an overview of the national, regional and local transport policies and guidance that are relevant to the proposed transport aspects of the development.

National Policy Documents

- National Planning Policy Framework (2019); and
- National Planning Policy Framework - Planning Practice Guidance (2014).

Local Policy Documents

- Reading Borough Local Plan (2019); and
- Reading Borough Revised Parking Standards and Design (2011).

- 3.2 The relevant documents are summarised below.

National Planning Policy

National Planning Policy Framework (2019)

- 3.3 The National Planning Policy Framework (NPPF) (June, 2019) sets out the Government's planning policies for England. It provides a framework within which locally-prepared plans for housing and other development can be produced.
- 3.4 In terms of land-use planning, the NPPF encourages the effective use of land by reusing land that has been previously developed (provided it is not of high environmental value). It also explains that land use planning should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- 3.5 Transport policy is addressed within the 'Promoting Sustainable Transport' section. This section emphasises the need for the consideration of transport issues from the earliest stages of plan-making and development proposals.
- 3.6 The NPPF also outlines in Paragraph 108 that in assessing sites it should be ensured that:
- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- 3.7 The NPPF states in Paragraph 109 and 110 that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or

the residual cumulative impacts on the road network would be severe.” Therefore, applications should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- *Address the needs of people with disabilities and reduced mobility in relation all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*
- The NPPF suggests in paragraph 111 that all developments that generate significant amounts of movements a travel plan should be provided and supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance (PPG) (2019) (Ref. 8.2)

- 3.8 The Planning Practice Guidance (PPG) was launched by the Department for Communities and Local Government (DCLG) in 2015 and updated in 2019. It supports the NPPF to provide guidance on effective delivery of objectives through the planning process.
- 3.9 It provides advice on Travel Plans (TP), TAs and Transport Statements (TS) including guidance on when they are required, and what they should contain.
- 3.10 Paragraph 006 of the ‘Overarching principles on Travel Plans, Transport Assessments and Statements’ states that a TP, TA and TS “can positively contribute to:
- encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads.”
- 3.11 The resource goes on to explain that TPs and TAs “support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”

Local Policy

Reading Borough Local Plan (2019)

- 3.12 Reading's Local Plan (2019) defines Major Developments as being either 10+ dwellings or 1,000+sqm of non-residential floorspace. The Local Plan stresses the importance of these major developments giving the choice to visitors and users of, to make sustainable travel choices using non-car modes of transport. This should include provision that enables and supports walking, cycling and the use of public transport including from the development.
- 3.13 Policy TR1 "Achieving the Transport Strategy" states that Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport.
- 3.14 Policy TR3 "Access, Traffic and Highway Related Matters" recommends that when determining proposals with a new or altered access, or the generation of additional trips to the transport network, consideration will be given to the effect on safety, congestion and the environment.
- 3.15 Development will only be permitted where;
- Accesses and works to the highway comply with the adopted standards of the Transport Authority;
 - The development would not have a material detrimental impact on the functioning of the transport network;
 - The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;
 - The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and
 - For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.
- 3.16 Policy TR4 "Cycle Routes and Facilities" expects developments to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.
- 3.17 Policy TR5 "Car and Cycle Parking and Electric Vehicle Charging" states that in communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.

Reading Borough Revised Parking Standards and Design (2011)

- 3.18 Reading's parking standards and design document defines the borough into a 4-zone system, in which parking standards are based. The site of the proposed redevelopment is located in Zone 3, the "Secondary Core Area". The car parking levels set in each zone reflect access to alternative modes. The maximum car parking standards are summarised in **Table 3.1**.

Table 3.1: Maximum Car Parking Standards

Land Use	Zone 3
1 Space per m ²	
A1 Non-Food Retail (above 1,000 m ²)	30m ²
B1(b) Research & High Tech	50m ²
B1(c) Light Industrial	100m ²
B2 – B7 General & Specific Industrial	100m ²
B8 Storage & Distribution	150m ²

- 3.19 The provision of parking for disabled motorists is a key element of all developments that are open to the public. The Parking Standards and Design Document recommends providing 3 disabled spaces or 5% of total capacity for developments with car parking up to 200 spaces, whichever is greater.
- 3.20 The provision of cycle parking must be considered essential for most developments. The quality of any cycle parking should reflect the likely usage, either with Sheffield type stands for short term parking or more secure systems for longer term storage, such as at the workplace or residential developments.
- 3.21 The minimum cycling standards should not be prescriptive about the mix of long and short stay parking, and should be dealt with on a case-by-case basis. Cycle parking and storage facilities for all developments should be designed with consideration for the following objectives:
- Conveniently located in relation to the trip origin and destination. It is considered that cycle activity is encouraged when parking is provided in more convenient locations to car parking, i.e. parking entrances;
 - Easy to use; Where the cycle can be secured easily and quickly to the parking device;
 - Secure; Where parking is overlooked by development nearby, located close to well used areas or is within the coverage of a local security camera system. After dark lighting is required to ensure personal safety for bike users; and
 - Covered; Particularly important for overnight and all-day parking at places of employment and transport interchanges.
- 3.22 Minimum cycle parking standards are summarised below in **Table 3.2**.

Table 3.2: Minimum Cycle Parking Standards

Land Use	Zone 1-4
A1 Non-Food Retail Over 1,000m ²	1 space per 6 staff and 1 space per 300m ²
B1(b) Research & High Tech	1 space per 250m ²
B1(c) Light Industrial	1 space per 250m ²
B2 – B7 General & Specific Industrial	1 space per 350m ²
B8 Storage & Distribution	1 space per 450m ²

4 Development Proposals

The Proposed Development

- 4.1 The development proposal comprises of the redevelopment of the currently damaged industrial unit to provide four industrial units with associated car parking, landscaping and infrastructure works. General arrangement plans are provided **Appendix A**.

Accommodation Schedule

- 4.2 The existing and proposed floor areas are presented below within **Table 4.1**.

Table 4.1: Schedule of Accommodation

Unit / Use	Existing	Proposed
Unit 1	1,338m ²	N/A
Unit 1a	N/A	446m ²
Unit 1b	N/A	446m ²
Unit 1c	N/A	221 m ²
Unit 1d	N/A	221m ²
Total	1,338m²	1,338m²

Access

- 4.3 Separate pedestrian accesses for the four units will be provided. Access to Units 1a and b will be from the parking area to the building's east whilst access to Units 1c and d will be from a new parking area which replaces the existing parking / storage area to the building's west. Design for pedestrians is a fundamental element of the proposals; best practice for pedestrian facilities has been incorporated to ensure a high degree of priority, usability and awareness / respect of pedestrian needs by vehicular users. All accesses to building will be level or lightly-sloped to permit access by those with reduced mobility.
- 4.4 Vehicular access for the east facing units (1a and b) will be as per existing access from Stadium Way and the parking area to the building's east. As previously indicated, the existing parking / storage area immediately to the building's west is to be removed and replaced with a new parking area accessible from Stadium Way. Parking on this side of the proposed structure is intended for Units 1c and 1d.
- 4.5 Units 1a and 1b will also be accessible by 16.5m articulated vehicles. Each unit will feature a Level Access Door to permit (un)loading at ground-level.
- 4.6 **Appendix B** provides a record of relevant swept path analysis, demonstrating the ability of anticipated vehicle types to access and exit the Site as appropriate in a forward gear.

- 4.7 Stadium Way is not a public highway and access may be restricted when required. To achieve this, a gate / barrier system is proposed across Stadium Way to the north of the site. This will replace the raised bollards that are in-situ in this location.

Car Parking Provision

- 4.8 The Reading Borough Revised Parking Standards and Design (2011) provides maximum car parking standards for developments across the borough. Relevant car parking standards were previously summarised in **Table 3.1**. Based on the area schedule shown in **Table 4.1** and on the basis that the units will effectively function as non-food retail units, it is calculated that a maximum of 44 car parking spaces would be permitted.
- 4.9 The proposed development is proposed to include a total of 34 spaces, of which 4 are accessible car parking spaces and 6 are van spaces. This level of parking provision is below the maximum permitted by standards.
- 4.10 3 spaces will be fitted with Electric Vehicle Charging Points.
- 4.11 The proposed parking layout is shown in **Appendix A**.

Cycle Parking Provision

- 4.12 At present, the Site does not provide any cycle parking.
- 4.13 The Reading Borough Revised Parking Standards and Design (2011) provides minimum cycle parking standards for developments across the borough. Relevant cycle parking standards were previously summarised in **Table 3.2**. Based on the area schedule shown in **Table 4.1** and on the basis that the units will effectively function as non-food retail units, it is calculated that a minimum of 5 spaces would be required for visitors plus 3 additional spaces for employees (on the basis that there would be 15 staff within the development at any one time).
- 4.14 Following redevelopment, the site is proposed to provide a total 20 cycle parking spaces, of which 10 will be allocated for employees, provision which would be in excess of the minimum standards. The employee spaces which will be located in the south of the service yard, in a secure, covered and accessible location.
- 4.15 The proposed distribution and design of spaces is shown in **Appendix A**.

Servicing and Waste Strategy

- 4.16 Servicing of the Proposed Development will be undertaken by vehicles of varying size. Any loading or deliveries from cars will be undertaken in the car parking areas outside of the units.
- 4.17 Spaces for vans are provided in the car parking, making the environment suitable for loading from larger vehicles. Servicing forecasts are detailed in the following chapter.
- 4.18 Units 1a and 1b will also be accessible by 16.5m articulated vehicles. Each unit will feature a Level Access Door to permit (un)loading at ground-level.
- 4.19 Access for standard servicing and delivery vehicles will be afforded to /from the public highway in a forward gear.
- 4.20 The waste strategies for the units will be determined once tenants are in place for the units. Storage for 8 x 1,100L Eurobins is provided which is anticipated to be the 'worst-case' scenario.

5 Trip Generation & Impact Assessment

Trip Generation

- 5.1 The previous sections have described the existing transport conditions in the vicinity of the Site and the development proposals to be assessed. This chapter provides a justification as to the methodology of the proposed trip generation.
- 5.2 Although the site is not currently operational, it could conceivably be restored to provide the accommodation which was operational until the recent fire.
- 5.3 Given the existing site consists of identical floor areas and use classes as the proposed development it can be assumed that the trip generation of the proposed development will be identical to that of the previous use in full occupation.

Impact Assessment

- 5.4 As no changes are proposed to quantum of floorspace, it can be assumed that the proposed development will have no effects on the surrounding highway and public transport network.

Mitigation Measures

- 5.5 As there will be no increase in trips associated with the Proposed Development, compared to the existing uses at the site, no additional mitigation measures are required.

6 Summary and Conclusions

Summary

6.1 In summary:

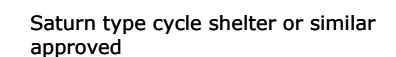
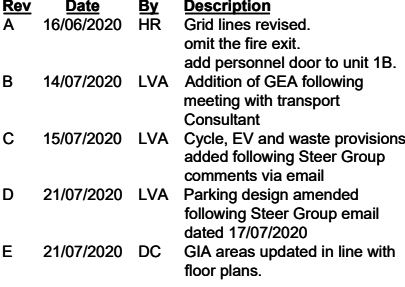
- The Site is currently awaiting the demolition of existing buildings on the site, following their damage by fire;
- The TS has outlined the relevant local and national policies and identifies that the proposals conform to such policies. Where necessary these have been appropriately integrated within the design of the development. Analysis of the policy context concludes that the proposed development substantially supports the aims and objectives as set out at a national and local level;
- The twelve existing car parking spaces on-site will be re-provided with an additional 16 car parking spaces, making a total of 28 spaces;
- 20 cycle parking spaces will be provided in excess of the minimum in Reading's Parking Standards. Secure, lockable cycle parking will be provided for employees, further supplemented by visitor parking, provided in overlooked locations at grade; and
- As no change to use classes and/or floorspace are proposed compared to those currently permitted, there will be no changes to external transport tris and/or impacts.

Conclusions

- 6.2 The development will be brought forward with sustainability at the forefront and the impact in terms of transportation kept to a minimum. In summary, the Transport Statement illustrates that the proposed replacement development will no impacts on the operation of the local highway and public transport network. On transport grounds, the application is therefore considered to be suitable for the granting of planning consent.

Appendices

A Site and Ground Floor Plans



Existing TPO tree as identified by Reading Borough Council drawing dated 2010

TOTAL GIA: 14.316 sq.ft/1.330 sq.m

TOTAL GEA:15,178 /1,410sq.m

Car parking: 28 spaces
(of which 4 are accessible)
+6 Van spaces

Red Line Area 1.116Ac 0.45Ha

SGP
Architects + Masterplanners

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Reading, Stadium Trade and Business Pa

Drawing Name:

Proposed Site Plan
4 Unit Split Trade Counter Option

Drawing Stage: PLANNING

Switchability 29 Work in Progress

Suitability:	SU - Work In Progress
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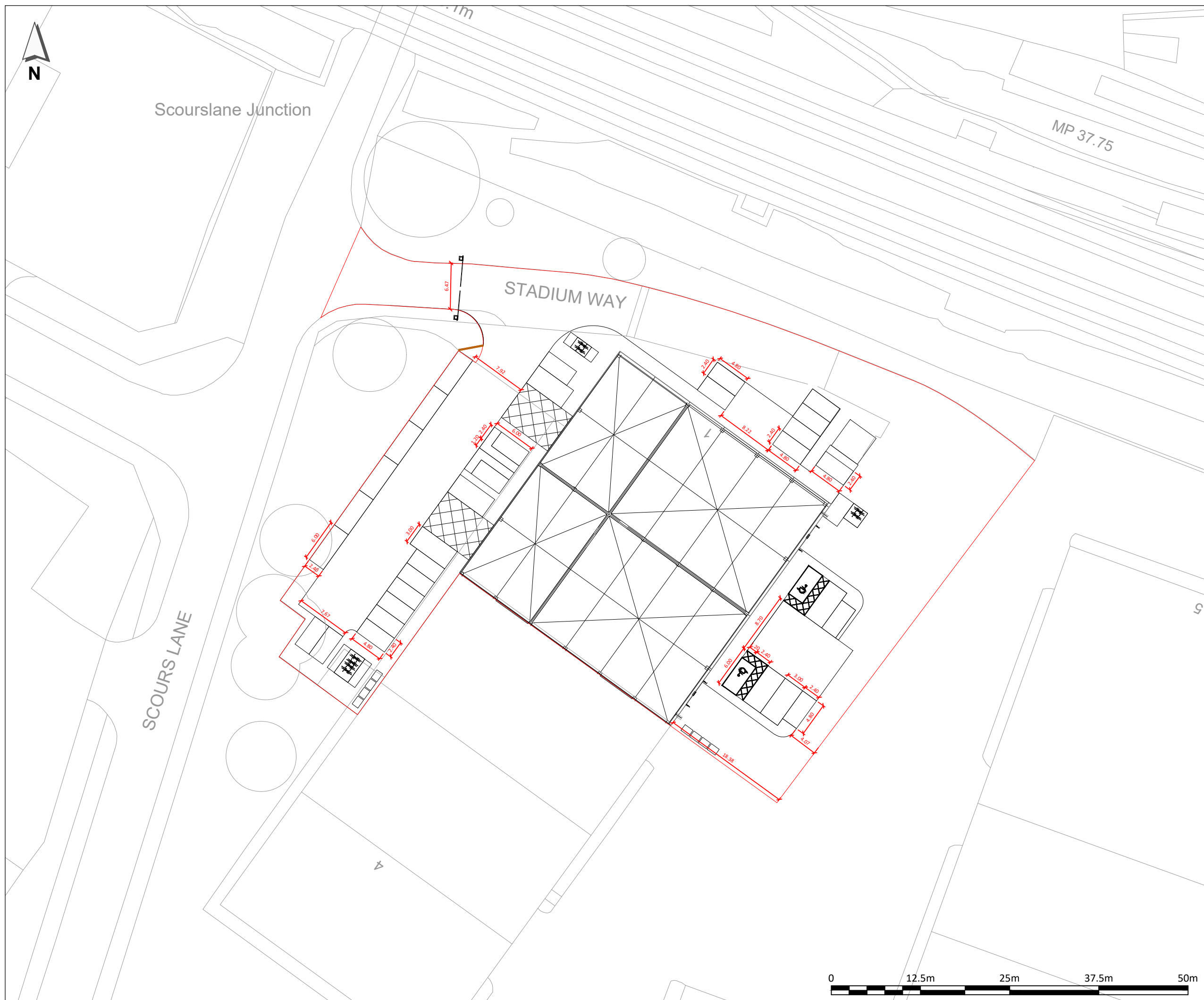
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Drawing Number:

20-078 - SGP - 02 -00-DR-A - P008

Project Code	Originator	Zone	Level	Type	Role	Number
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NOTES:

1. THIS DRAWING IS BASED ON '20-078-P008- Proposed Site Plan-Option 2-Rev.E -STR.DWG' PROVIDED BY STEPHEN GEORGE + PARTNERS LLP ON 24/07/20.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE SPECIFIED.
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KEY:

===== PROPOSED KERB

P1	29JUL20	BASE UPDATED	FMW	JZC	AKC
PO	17JUL20	ORIGINAL ISSUE			
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: **HATHAWAY OPPORTUNITY
FUND GENERAL PARTNER LTD**

Project Title: **STADIUM WAY, READING**

Drawing Title:

PROPOSED GROUND FLOOR LAYOUT

Status:	
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WORK IN PROGRESS

Size:
A3

Scale:
1:500

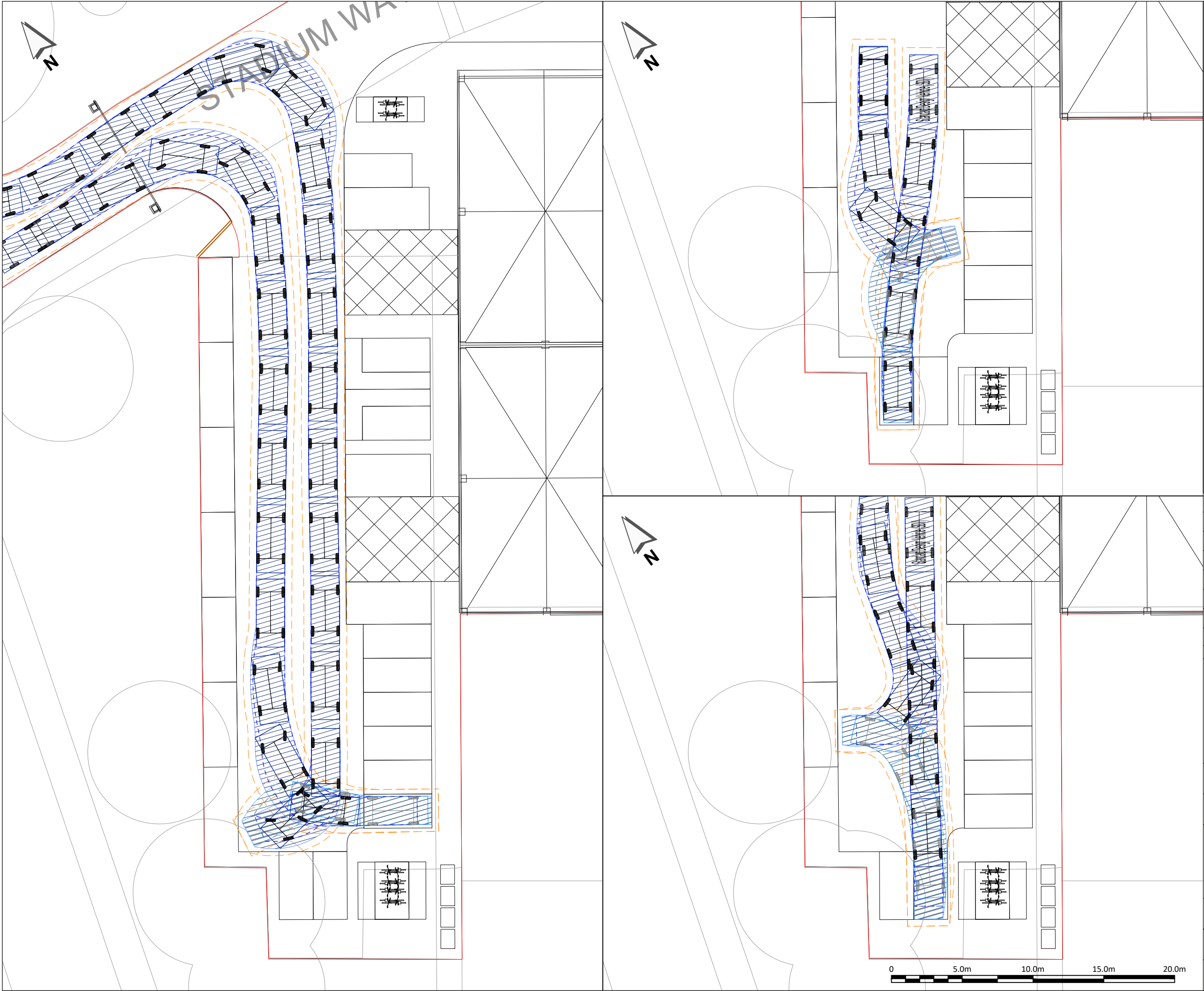
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Rev.	P1
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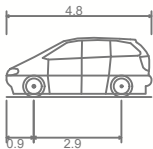
B Swept Path Analysis



- NOTES:**
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KEY:

PROPOSED KERB



Standard Design Vehicle (SDV)

Overall Length _____ 4.800m

Overall Width _____ 2.000m

Overall Body Height _____ 1.950m

Min Body Ground Clearance _____ 0.100m

Track Width _____ 2.000m

Lock to Lock Time _____ 4.00s

Wall to Wall Turning Radius _____ 6.000m

Hatched Body Envelope 

500mm Offset Envelope 

Wheel Tracks 

REV	DATE	DESCRIPTION	DES	CHK	APP
P1	29JUL20	BASE UPDATED	FMW	JZC	AKC
P0	17JUL20	ORIGINAL ISSUE			

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Client: **HATHAWAY OPPORTUNITY FUND GENERAL PARTNER LTD**

Project Title: **STADIUM WAY, READING**

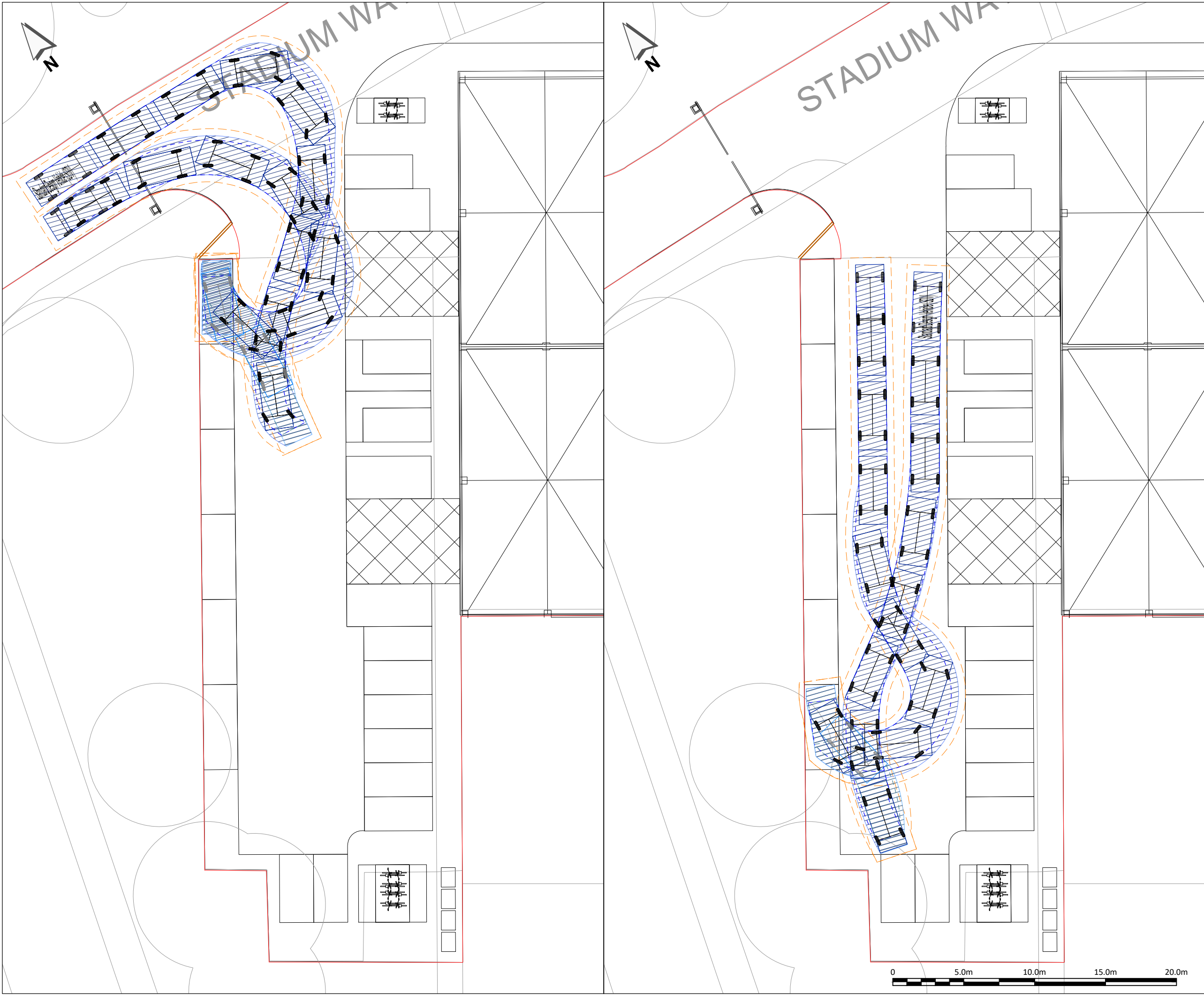
Drawing Title:
PROPOSED GROUND FLOOR LAYOUT SWEPT PATH ANALYSIS

Status: **WORK IN PROGRESS**

Size: A3	Scale: 1:250	Suitability S0	Rev. P1
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Drawing No.
23902901-STR-HGN-100-DR-D-00102

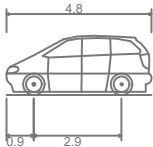
DATE: 30/07/2020 CAP REFERENCE: \\ajpworld\mtd\Drawings\Projects\23902901-STR-HGN-100-DR-D-00102-00102



- NOTES:**
- THIS DRAWING IS BASED ON '20-078-P008- Proposed Site Plan-Option 2-Rev.E - STR.DWG' PROVIDED BY STEPHEN GEORGE + PARTNERS LLP ON 24/07/20.
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE FROM THIS DRAWING.

KEY:

PROPOSED KERB



Standard Design Vehicle (SDV)

Overall Length _____ 4.800m
Overall Width _____ 2.000m
Overall Body Height _____ 1.950m
Min Body Ground Clearance _____ 0.100m
Track Width _____ 2.000m
Lock to Lock Time _____ 4.00s
Wall to Wall Turning Radius _____ 6.000m

Hatched Body Envelope 
500mm Offset Envelope 
Wheel Tracks 

P1	29JUL20	BASE UPDATED	FMW	JZC	AKC
P0	17JUL20	ORIGINAL ISSUE			
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: **HATHAWAY OPPORTUNITY
FUND GENERAL PARTNER LTD**

Project Title:
STADIUM WAY, READING

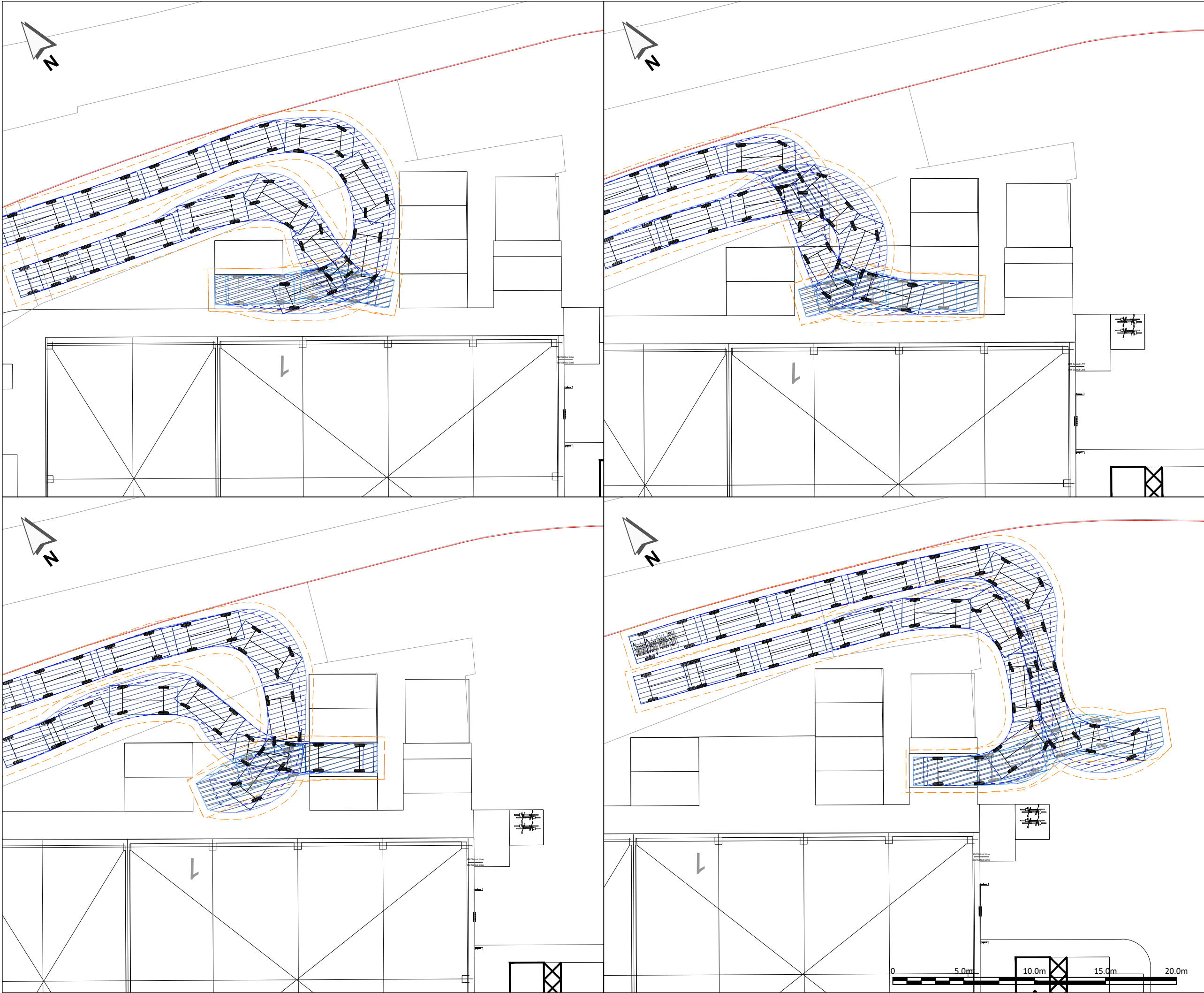
Drawing Title:
**PROPOSED GROUND FLOOR LAYOUT
SWEEP PATH ANALYSIS**

Status:
WORK IN PROGRESS

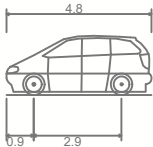
Size: A3	Scale: 1:250	Suitability S0	Rev. P1
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Drawing No.
23902901-STR-HGN-100-DR-D-00103

DATE: 30/07/2020 CAP REFERENCE: \\ajg\world\enr\charles\enr\projects\23902901-STR-HGN-100-DR-D-00103-00103



- NOTES:**
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 2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE SPECIFIED.
 3. DO NOT SCALE FROM THIS DRAWING.



Standard Design Vehicle (SDV)
Overall Length _____ 4.800m
Overall Width _____ 2.000m
Overall Body Height _____ 1.950m
Min Body Ground Clearance _____ 0.100m
Track Width _____ 2.000m
Lock to Lock Time _____ 4.00s
Wall to Wall Turning Radius _____ 6.000m

Hatched Body Envelope 
500mm Offset Envelope 
Wheel Tracks 

P1	29JUL20	BASE UPDATED	FMW	JZC	AKC
P0	17JUL20	ORIGINAL ISSUE			
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: **HATHAWAY OPPORTUNITY
FUND GENERAL PARTNER LTD**

Project Title: **STADIUM WAY, READING**

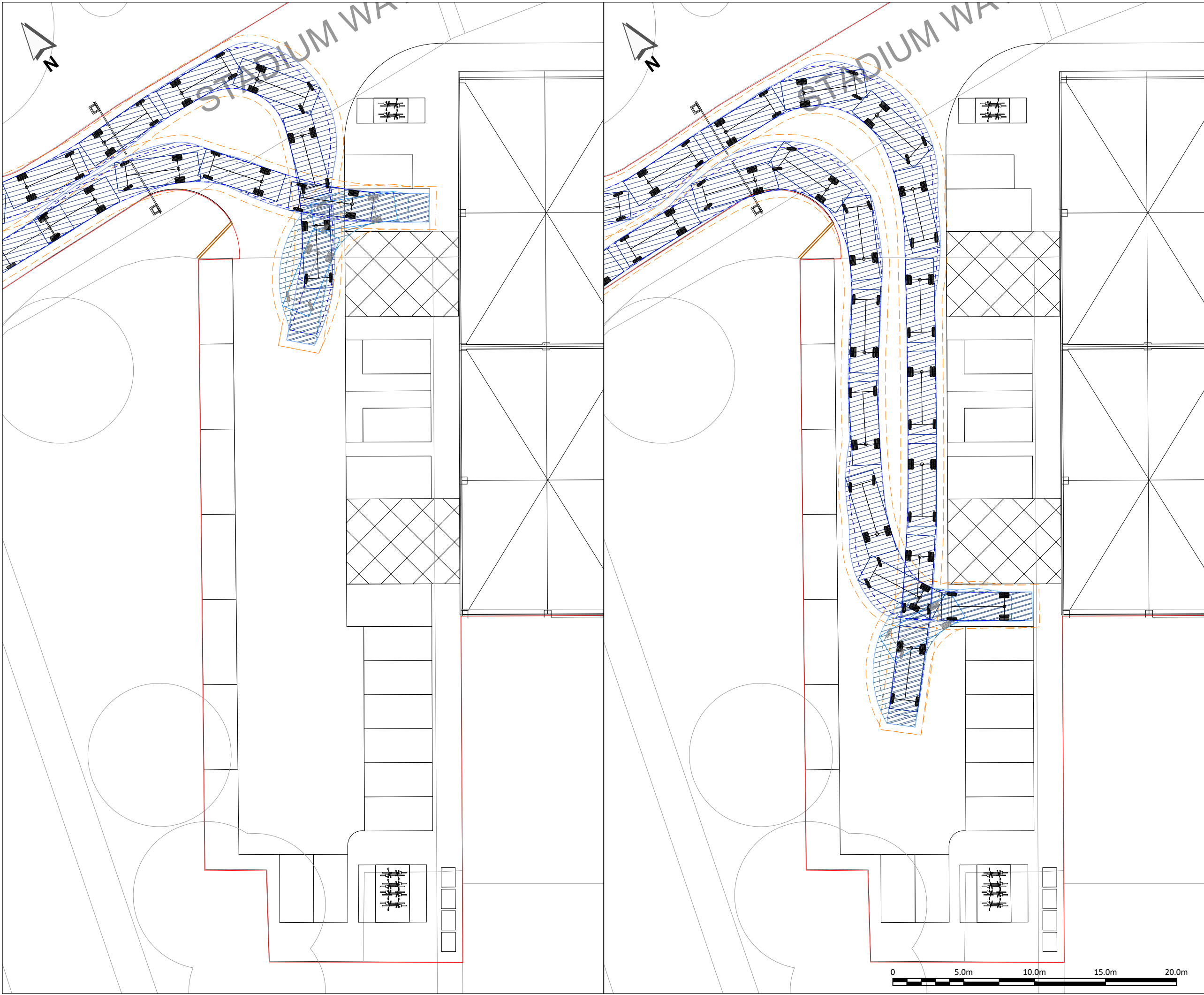
Drawing Title:
**PROPOSED GROUND FLOOR LAYOUT
SWEEP PATH ANALYSIS**

Status: **WORK IN PROGRESS**

Size: A3	Scale: 1:250	Suitability S0	Rev. P1
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Drawing No.
23902901-STR-HGN-100-DR-D-00105

DATE: 30/07/2020 CAP REFERENCE: \\ajagard\red\charlotten\Projects\23901\240\Drawings\23902901-STR-HGN-100-DR-D-001-00105



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 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE FROM THIS DRAWING.

KEY:

PROPOSED KERB

4.6T Panel Van
Overall Length _____ 5.885m
Overall Width _____ 2.000m
Overall Body Height _____ 2.526m
Min Body Ground Clearance ____ 0.299m
Track Width _____ 1.970m
Lock to Lock Time _____ 4.00s
Kerb to Kerb Turning Radius ____ 6.00m

Hatched Body Envelope

500mm Offset Envelope

Wheel Tracks

P1	29JUL20	BASE UPDATED	FMW	JZC	AKC
P0	17JUL20	ORIGINAL ISSUE			
REV	DATE	DESCRIPTION	DES	CHK	APP

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Client: HATHAWAY OPPORTUNITY FUND GENERAL PARTNER LTD

Project Title: STADIUM WAY, READING

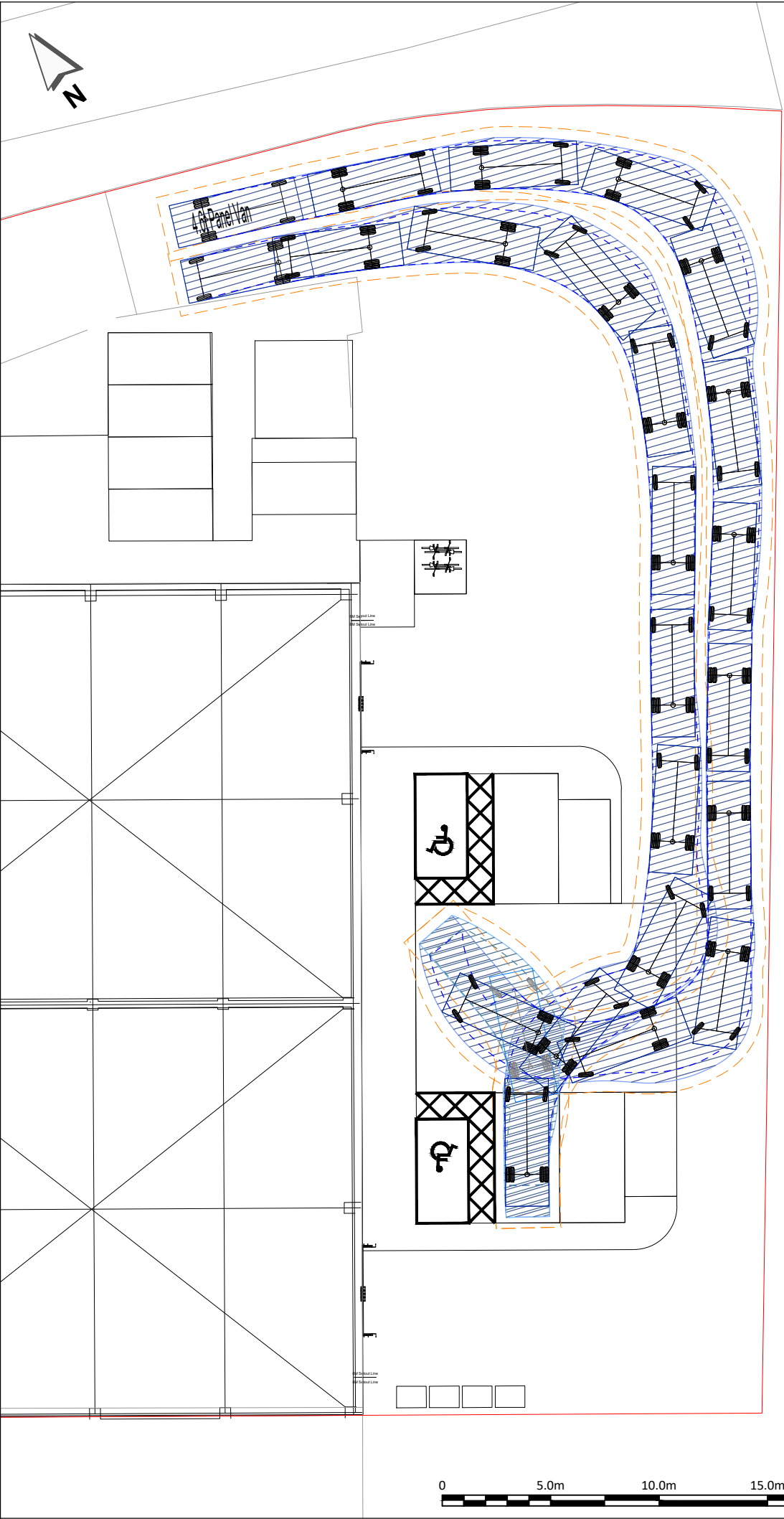
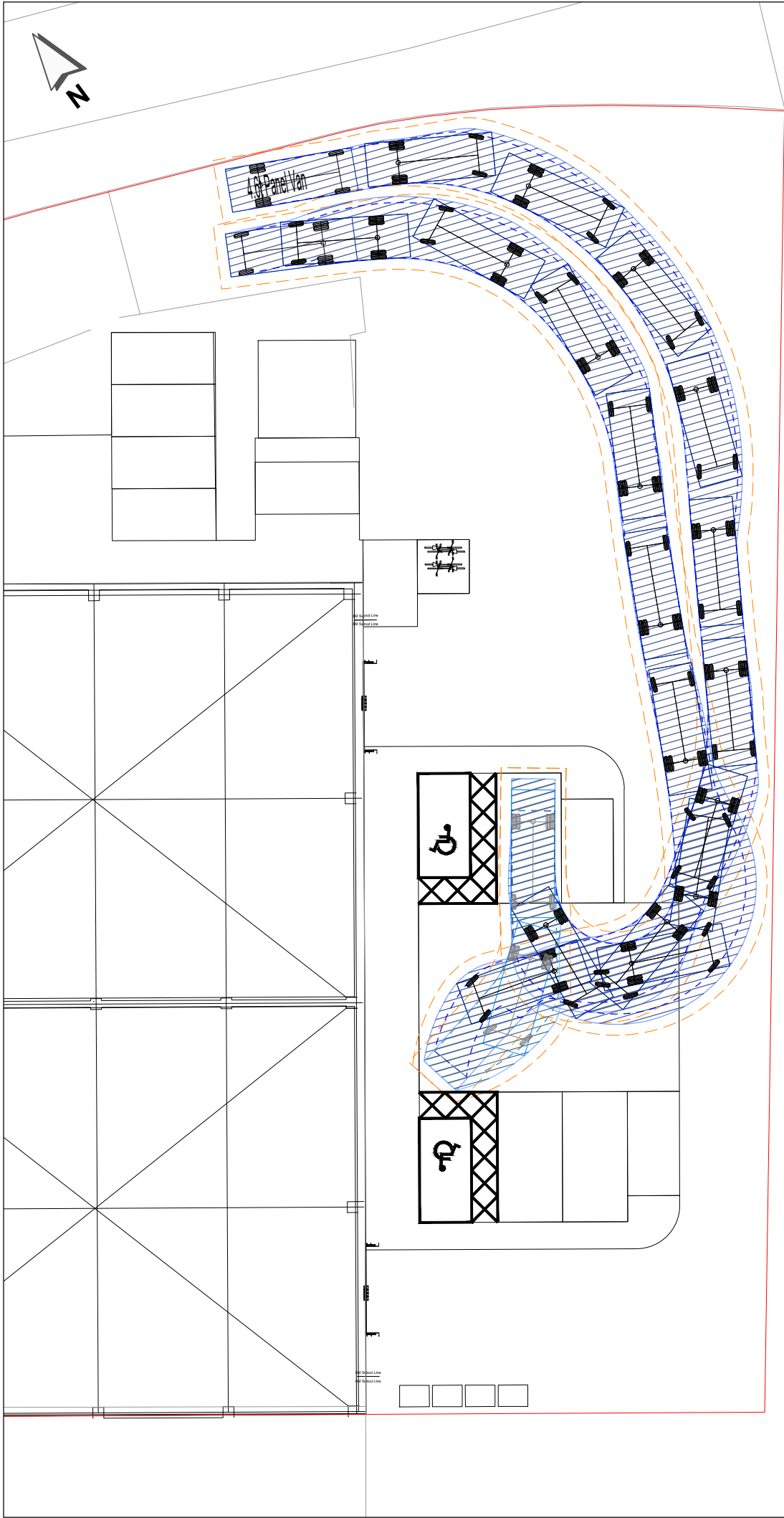
Drawing Title: PROPOSED GROUND FLOOR LAYOUT SWEPT PATH ANALYSIS

Status: WORK IN PROGRESS

Size: A3	Scale: 1:250	Suitability: S0	Rev: P1
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Drawing No. 23902901-STR-HGN-100-DR-D-00104

DATE: 30/07/2020 CAP REFERENCE: \\ajg\world\enr\charlottesville\projects\2390\23901-STR-HGN-100-DR-D-001-00104



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 3. DO NOT SCALE FROM THIS DRAWING.

4.6T Panel Van

Overall Length _____ 5.885m

Overall Width _____ 2.000m

Overall Body Height _____ 2.526m

Min Body Ground Clearance ____ 0.299m

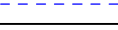
Track Width _____ 1.970m

Lock to Lock Time _____ 4.00s

Kerb to Kerb Turning Radius ____ 6.00m

Hatched Body Envelope 

500mm Offset Envelope 

Wheel Tracks 

P1	29JUL20	BASE UPDATED	FMW	JZC	AKC
P0	17JUL20	ORIGINAL ISSUE			
REV	DATE	DESCRIPTION	DES	CHK	APP



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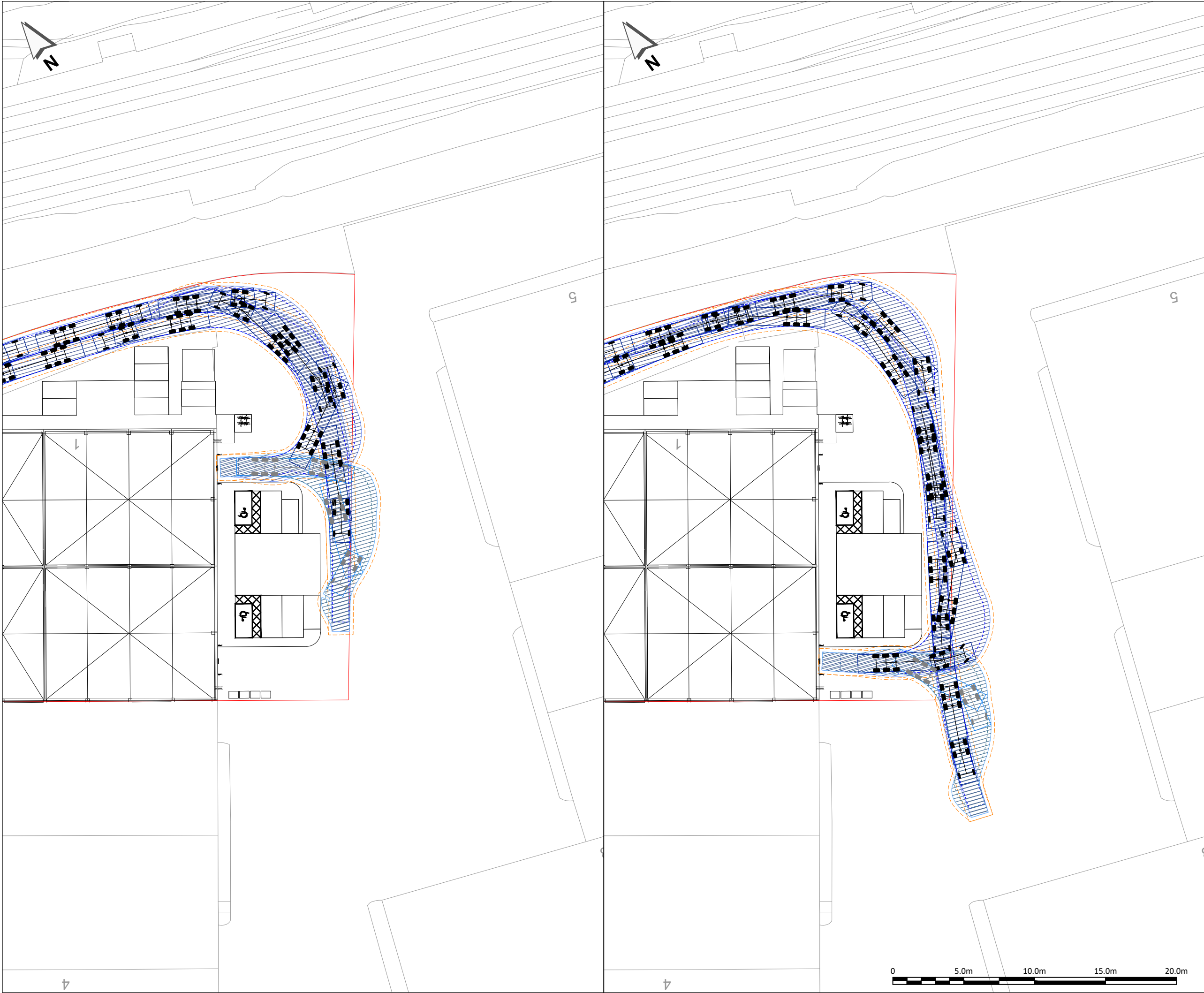
Project Title: STADIUM WAY, READING

Drawing Title: PROPOSED GROUND FLOOR LAYOUT SWEPT PATH ANALYSIS

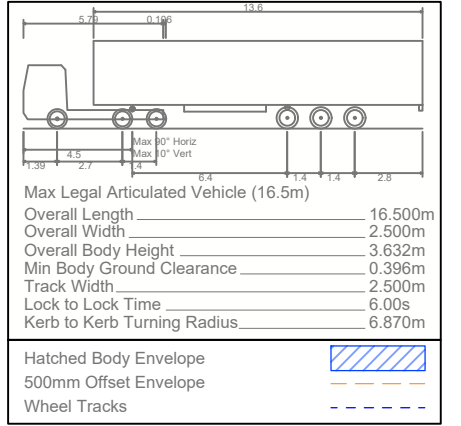
Status: WORK IN PROGRESS

Size: A3	Scale: 1:250	Suitability: S0	Rev: P1
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Drawing No. 23902901-STR-HGN-100-DR-D-00106



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P0	17JUL20	ORIGINAL ISSUE			
REV	DATE	DESCRIPTION	DES	CHK	APP



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Project Title: STADIUM WAY, READING

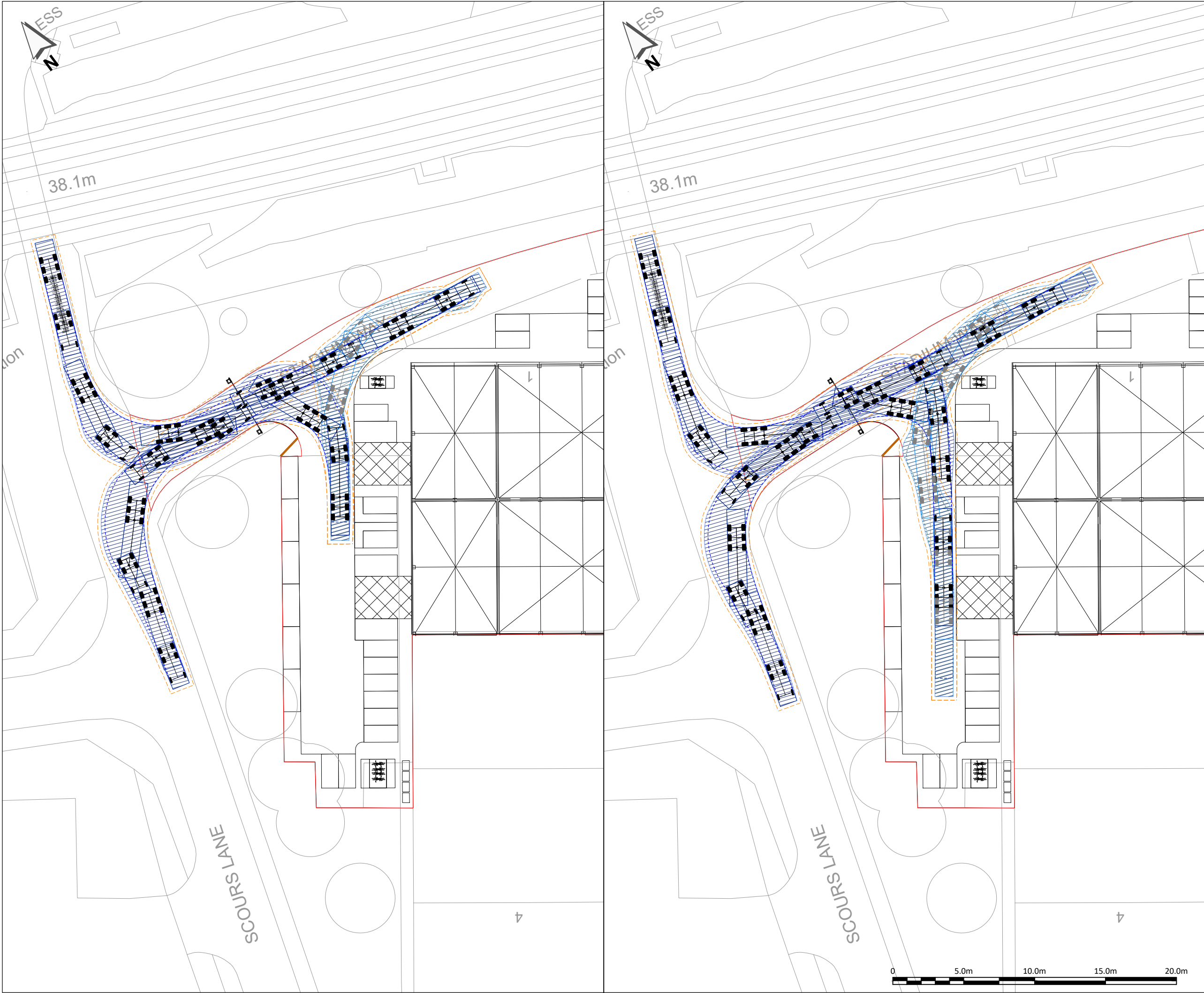
Drawing Title: PROPOSED GROUND FLOOR LAYOUT SWEPT PATH ANALYSIS

Status: WORK IN PROGRESS

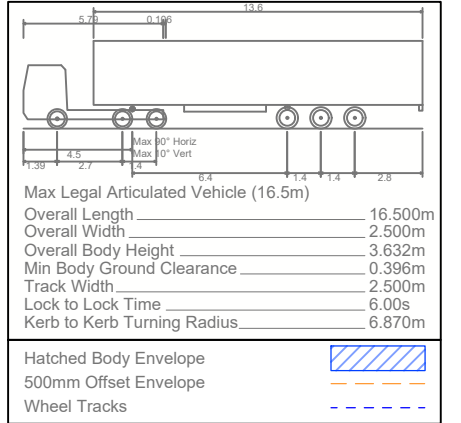
Size: A3	Scale: 1:250	Suitability: S0	Rev: P1
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Drawing No. 23902901-STR-HGN-100-DR-D-00107

DATE: 30/07/2020 CAP REFERENCE: \\ajg\world\enr\char\acorn\proj\23902901\23902901-STR-HGN-100-DR-D-001-00107



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P1	29JUL20	BASE UPDATED	FMW	JZC	AKC
P0	17JUL20	ORIGINAL ISSUE			
REV	DATE	DESCRIPTION	DES	CHK	APP



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Client: HATHAWAY OPPORTUNITY FUND GENERAL PARTNER LTD

Project Title: STADIUM WAY, READING

Drawing Title: PROPOSED GROUND FLOOR LAYOUT SWEPT PATH ANALYSIS

Status: WORK IN PROGRESS

Size: A3	Scale: 1:250	Suitability: S0	Rev: P1
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Drawing No. 23902901-STR-HGN-100-DR-D-00108

DATE: 30/07/2020 CAP REFERENCE: \\ajagard\red\Drawings\Projects\23902901-STR-HGN-100-DR-D-00108

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