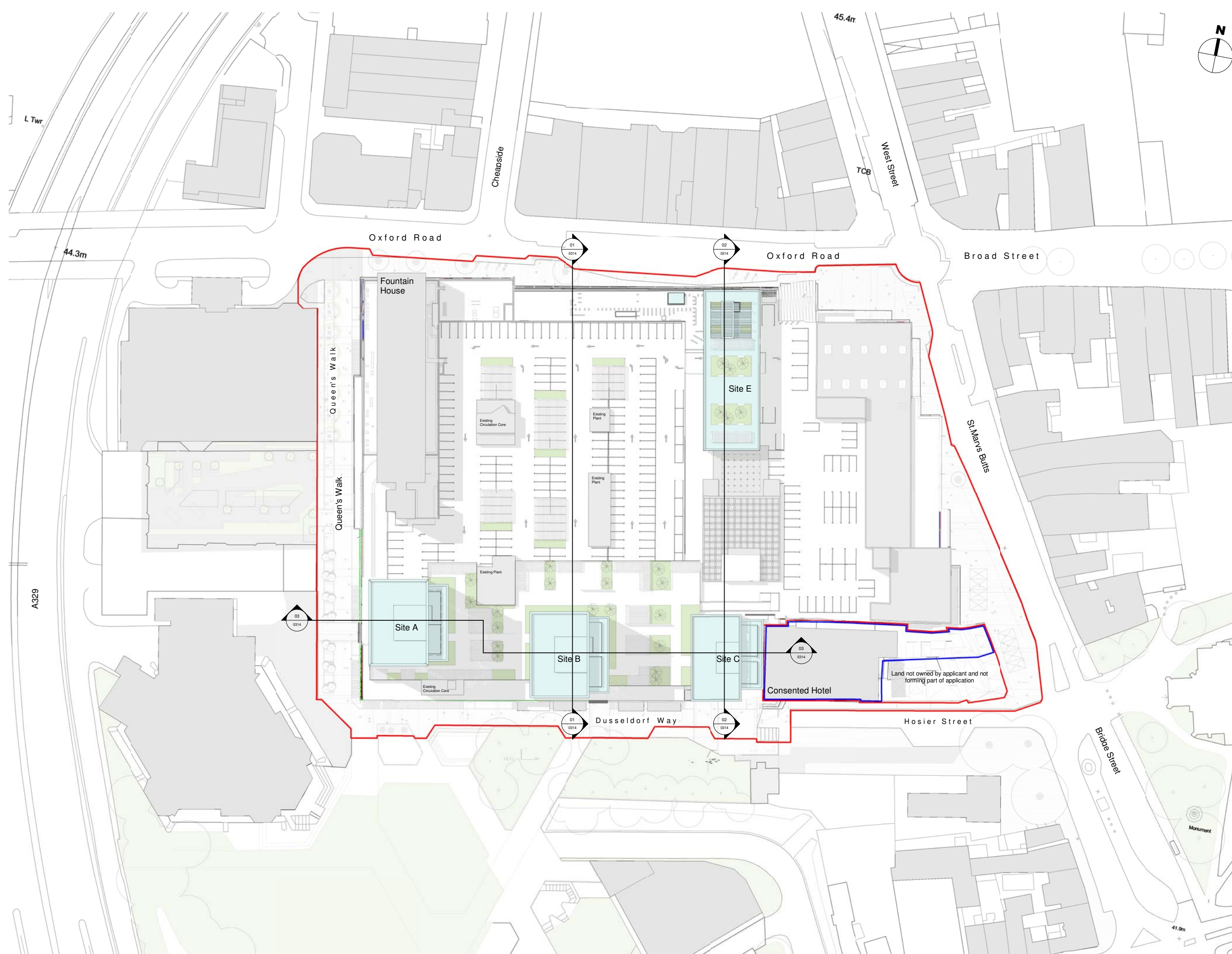


APPENDIX 1 – SITE LAYOUT AND SWEEP PATH ANALYSIS



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Figured dimensions only to be taken from this drawing. DO NOT SCALE.
All contractors must visit the site and be responsible for checking all setting out dimensions and notifying the architect of any discrepancies prior to any manufacture or construction work.

NOTES:
For landscaping details please refer to Macgregor Smith drawings; 1205-00"

Boundary Key
Application Boundary
Land owned by Applicant, but does NOT form part of planning application

FOR DETAILED CAR PARK PLANS SEE DRAWING 16428 - 0331 - P00 PROPOSED CAR PARKING LAYOUT

P-03	Planning Resubmission	07.11.19	SI	RBJ
P-02	Updates to Boundaries	01.02.19	RV	RBJ
P-01	Updates to Landscape Layout	13.12.18	DS	RBJ
P-00	Issued for planning	30.11.18	CJ	RBJ
Rev	Description	Date	Dr by	App by

Project Stage

PLANNING

Client:
Inception (Reading) Sarl (c/o Moorgarth Group Ltd)
Project:
BROAD STREET MALL, READING



Drawing Title:
Proposed Masterplan - Site Plan

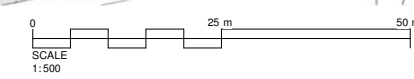
Drawn	Checked	Paper Size	Scale	Date
SI	RBJ	A1	1 : 500 @A1	09/14/18
Project No.			Drawing No.	Revision
16428			0300	P-03
Drawing BIM Name:				

CDE Area:	Suitability Code:	BIM Revision:
		-

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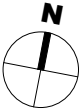




Residential Entrances

Project Stage

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NOTES:

For landscaping details please refer to Macgregor Smith drawings; 1205-007

Boundary Key

- Application Boundary
- Land owned by Applicant, but does NOT form part of planning application

Area Usage Key

- BIN STORAGE
- CIRCULATION
- CYCLE STORE
- PLANT
- STORAGE

P-02	Planning Resubmission	07.11.18	SI	RBJ
P-01	Updates to Boundaries	01.02.19	RV	RBJ
P-00	Issued for planning	30.11.18	CJ	RBJ
Rev	Description	Date	Dr by	App by

Project Stage

PLANNING

Client:
Inception (Reading) Sarl (c/o Moorgarth Group Ltd)
Project:
BROAD STREET MALL, READING



Drawing Title:
Proposed Masterplan - Basement

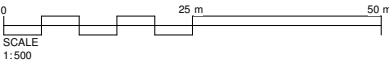
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SI	RBJ	A1	1 : 500 @A1	10/16/18
Project No.	Drawing No.	Revision		
16428	0301	P-02		

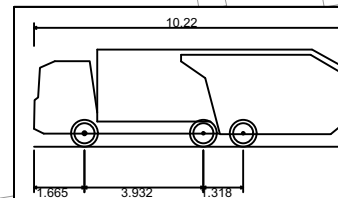
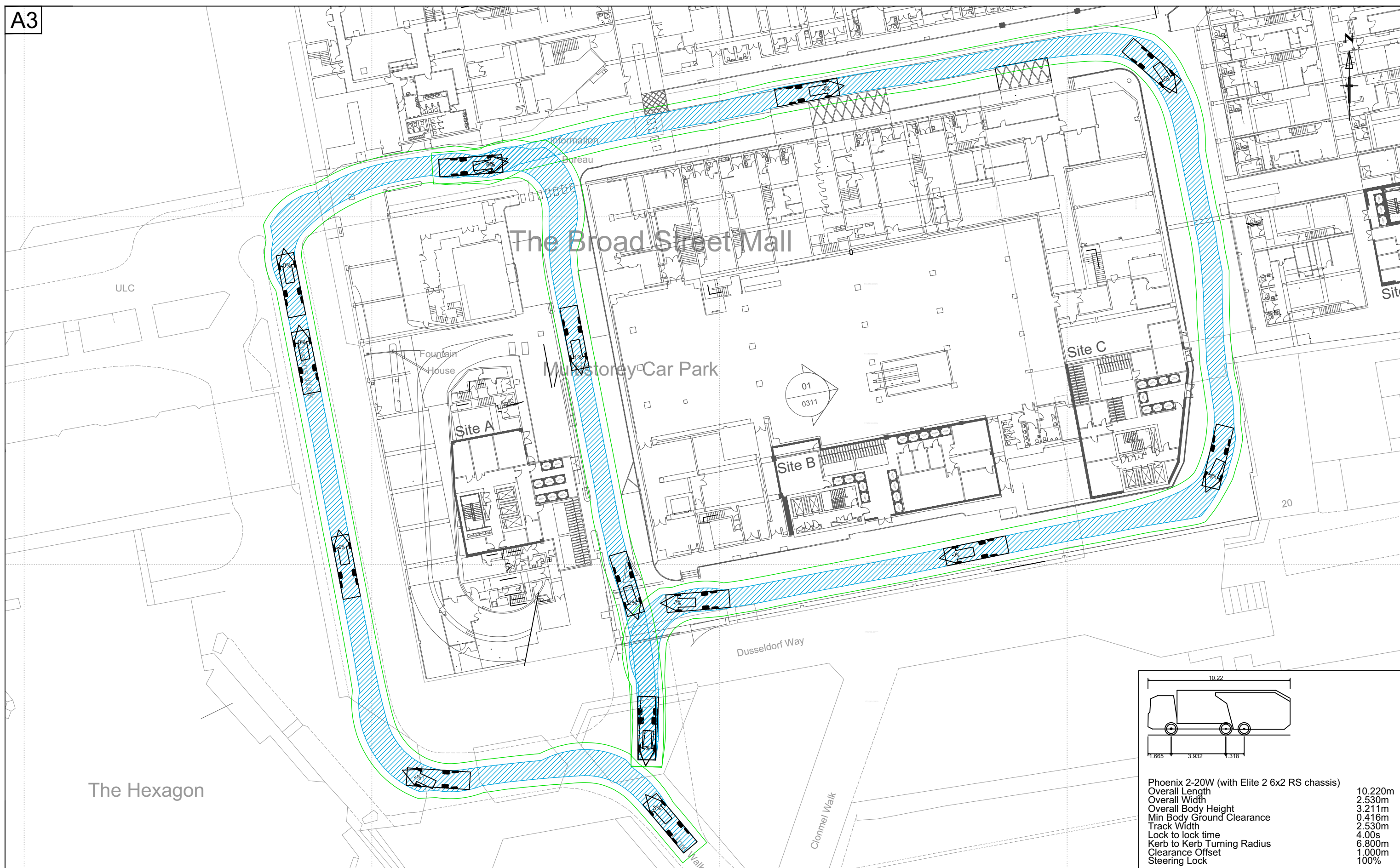
Drawing BIM Name:	CDE Area:	Suitability Code:	BIM Revision:
			-

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Phoenix 2-20W (with Elite 2 6x2 RS chassis)
 Overall Length 10.220m
 Overall Width 2.530m
 Overall Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.800m
 Clearance Offset 1.000m
 Steering Lock 100%

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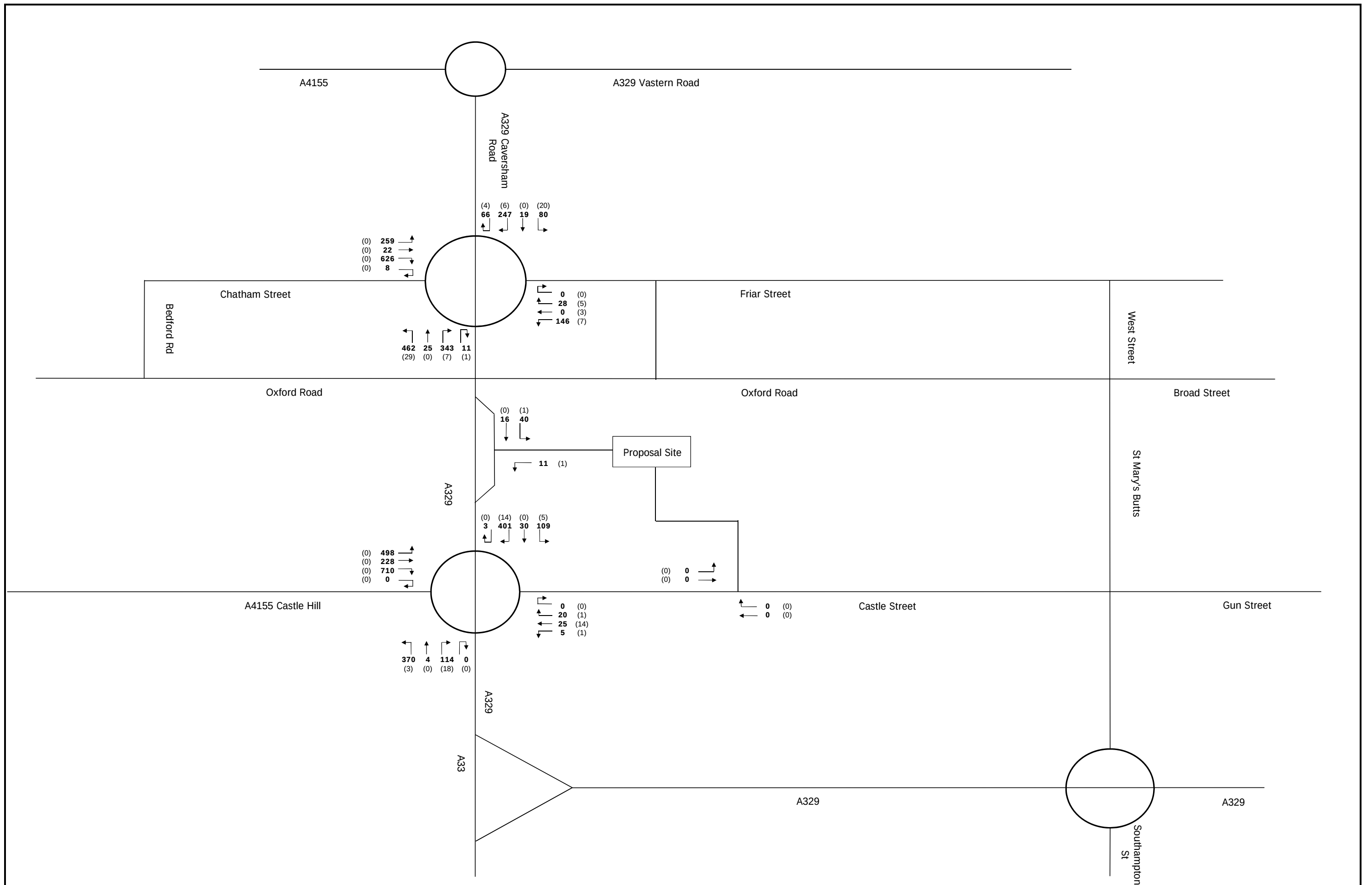


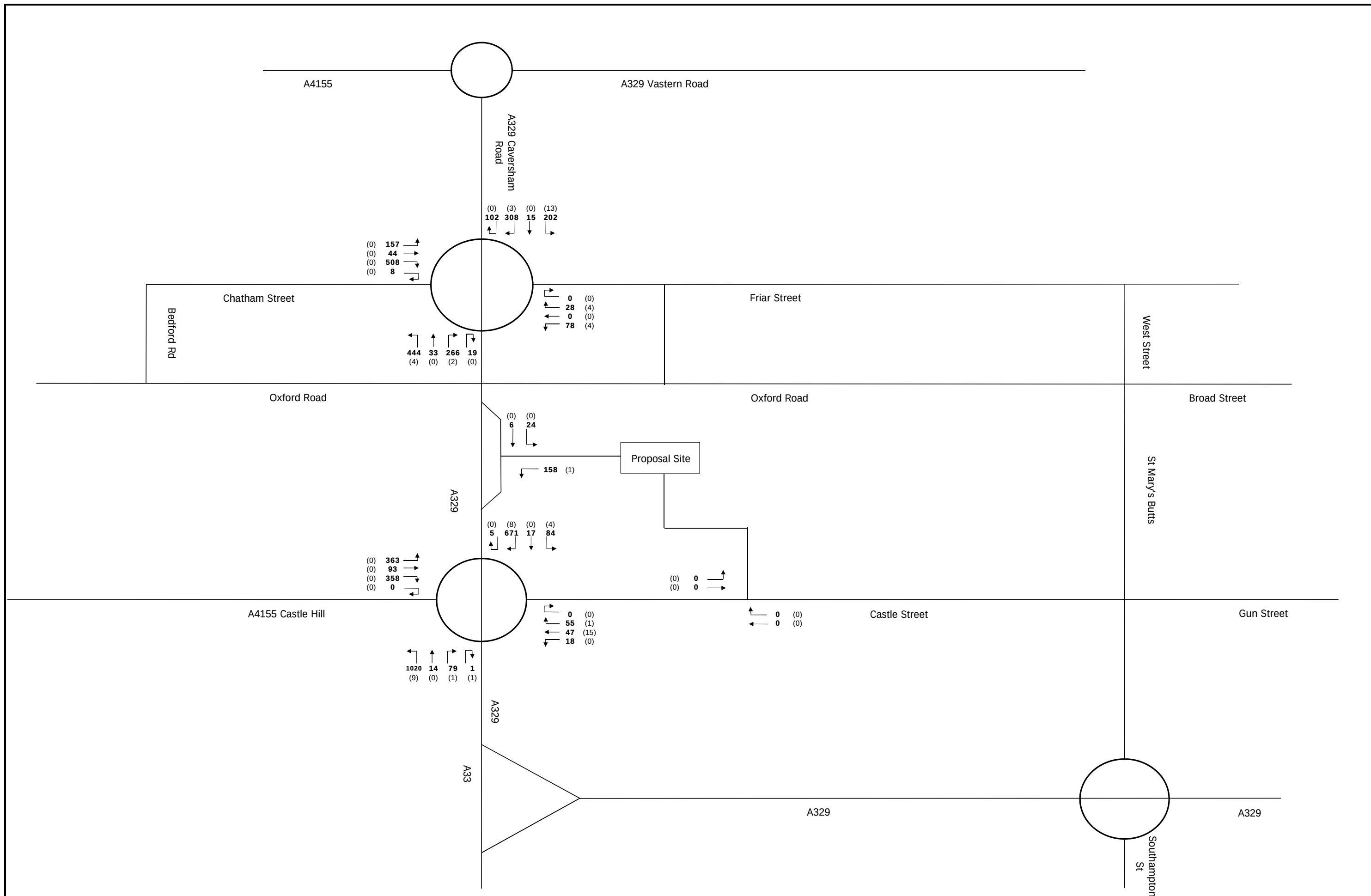
client
 INCEPTION (READING) SARL (C/O MOORGARTH)
 project
 PROPOSED DEVELOPMENT
 READING, BROAD STREET MALL

title
 SWEPT PATH ANALYSIS
 PHOENIX 2-20W (WITH ELITE 2 6x2 RS CHASSIS)

date NOVEMBER 2018	drawn by B.W.L	checked by H.A.F
scale 1:500	status PLANNING	
drawing number 16034 - TR002	rev. --	

APPENDIX 2 – SURVEYED TRAFFIC FLOWS





APPENDIX 3 – TEMPRO ASSESSMENT

ASSESSMENT OF TRAFFIC GROWTH

TEMPRO DATABASE

10TH OCTOBER 2015

1.0 - Introduction

This technical note has been produced to set out the methodology used to determine traffic growth factors for the following geographical area:-

Geographical Area	Reading 011
--------------------------	-------------

2.0 - Method

Use of the TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to surveyed traffic movements in order to estimate the number of vehicles using roads and junctions at a future assessment year.

The TEMPRO software provides a local adjustment to the National Trip End Model (NTEM) to determine localised growth factors for geographical areas and this assessment is based on the following TEMPRO datasets (NTEM) and National Transport Model Forecasts (NTM) forecasts:-

	Version	Notes
TEMPRO Software	6.2	This is the most recent version of the TEMPRO database produced in December 2009
TEMPRO Dataset	NTEM 6.2	This is currently the definitive TEMPRO NTEM dataset for use. (http://www.dft.gov.uk/tempo)
NTM Model	National Transport Model Forecasts 2009 (2003 – 2035)	NTM Forecasts are produced yearly and this is the most recent dataset released March 2010.

3.0 - TEMPRO Parameters

The assessment is based on the following TEMPRO parameters:-

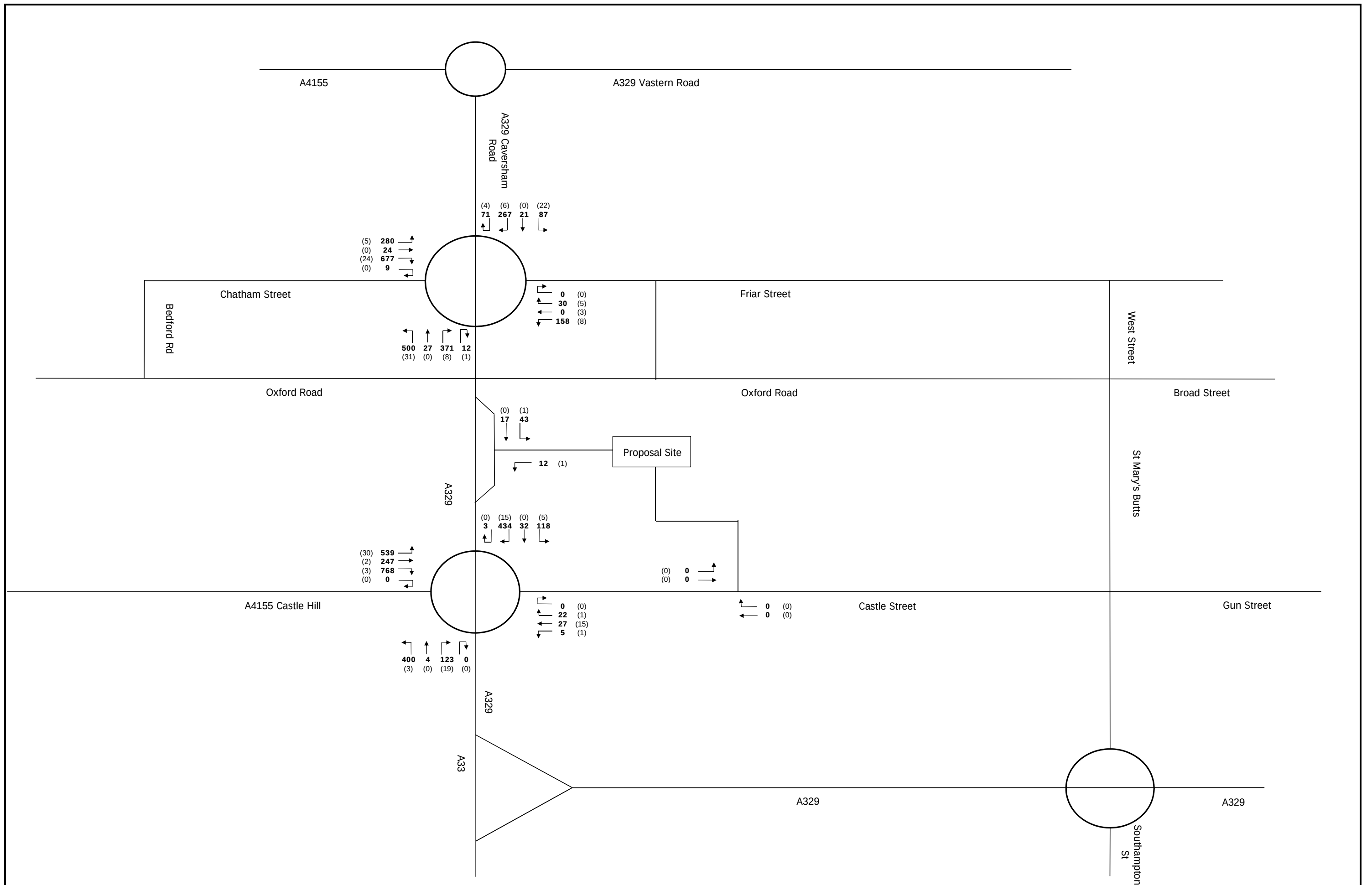
	Version	Notes
Trip End Type	Origin / Destination	Origin / Destination or Production / Attraction
Transport Mode	Car Driver	Walk / Cycle / Car Driver / Car Passenger / Bus or Coach / Rail or Underground – More than one option may be selected
Area Type	Urban	Urban / Rural / All
Road Type	All	Motorway / Trunk / Principal / Minor / All

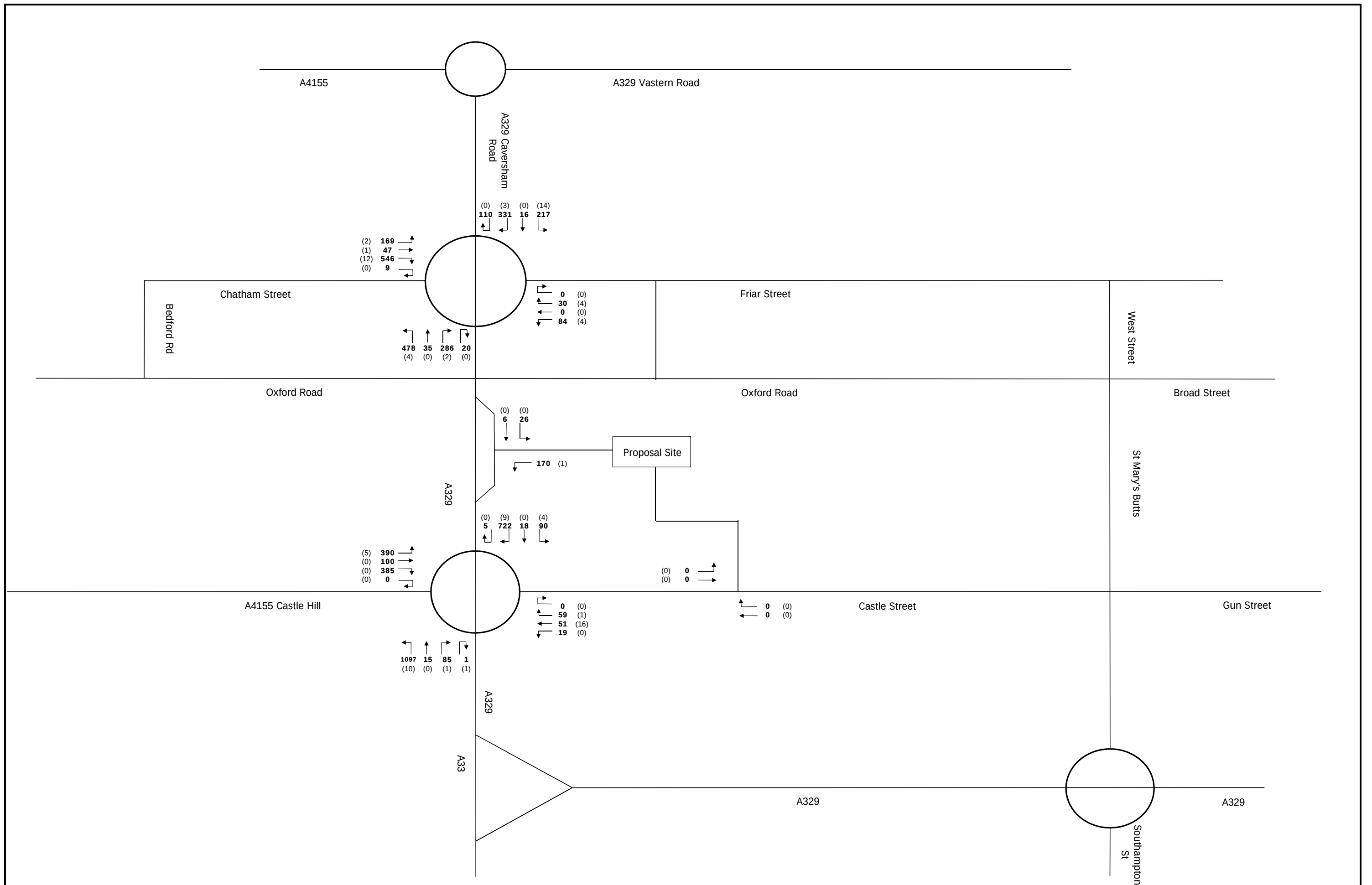
4.0 - Growth Factors

The assessment of traffic growth using the TEMPRO software with the aforementioned parameters results in the following local growth factors for the geographical area set out at **Section 1.0**

Surveyed Period	Assessment Year	Time Period	Local Growth Factor
2018	2023	Weekday AM Peak Period (0700 – 0959)	1.0819
		Weekday PM Peak Period (1600 – 1859)	1.0756

APPENDIX 4 – 2023 BASE FLOWS





APPENDIX 5 – TRICS DATA

Calculation Reference: AUDIT-142301-181112-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HM HAMMERSMITH AND FULHAM	1 days
	HO HOUNSLOW	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary 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: Number of dwellings
Actual Range: 20 to 154 (units:)
Range Selected by User: 6 to 493 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/07/18

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:

Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 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:

Town Centre	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:

Built-Up Zone	4
High Street	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.

Secondary Filtering selection:

Use Class:

C3	5 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	4 days
100,001 or More	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
500,001 or More	4 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	4 days
1.1 to 1.5	1 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:

Yes	1 days
No	4 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	3 days
3 Moderate	1 days
5 Very Good	1 days

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.020	5	68	0.044	5	68	0.064
08:00 - 09:00	5	68	0.023	5	68	0.041	5	68	0.064
09:00 - 10:00	5	68	0.018	5	68	0.026	5	68	0.044
10:00 - 11:00	5	68	0.023	5	68	0.029	5	68	0.052
11:00 - 12:00	5	68	0.032	5	68	0.023	5	68	0.055
12:00 - 13:00	5	68	0.026	5	68	0.020	5	68	0.046
13:00 - 14:00	5	68	0.032	5	68	0.041	5	68	0.073
14:00 - 15:00	5	68	0.018	5	68	0.029	5	68	0.047
15:00 - 16:00	5	68	0.020	5	68	0.023	5	68	0.043
16:00 - 17:00	5	68	0.064	5	68	0.029	5	68	0.093
17:00 - 18:00	5	68	0.044	5	68	0.035	5	68	0.079
18:00 - 19:00	5	68	0.041	5	68	0.023	5	68	0.064
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.361			0.363			0.724

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:	20 - 154 (units:)
Survey date date range:	01/01/10 - 03/07/18
Number of weekdays (Monday-Friday):	5
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 show. 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.003	5	68	0.003	5	68	0.006
08:00 - 09:00	5	68	0.000	5	68	0.003	5	68	0.003
09:00 - 10:00	5	68	0.003	5	68	0.003	5	68	0.006
10:00 - 11:00	5	68	0.000	5	68	0.000	5	68	0.000
11:00 - 12:00	5	68	0.003	5	68	0.003	5	68	0.006
12:00 - 13:00	5	68	0.003	5	68	0.003	5	68	0.006
13:00 - 14:00	5	68	0.003	5	68	0.003	5	68	0.006
14:00 - 15:00	5	68	0.000	5	68	0.000	5	68	0.000
15:00 - 16:00	5	68	0.000	5	68	0.000	5	68	0.000
16:00 - 17:00	5	68	0.003	5	68	0.000	5	68	0.003
17:00 - 18:00	5	68	0.003	5	68	0.000	5	68	0.003
18:00 - 19:00	5	68	0.000	5	68	0.003	5	68	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

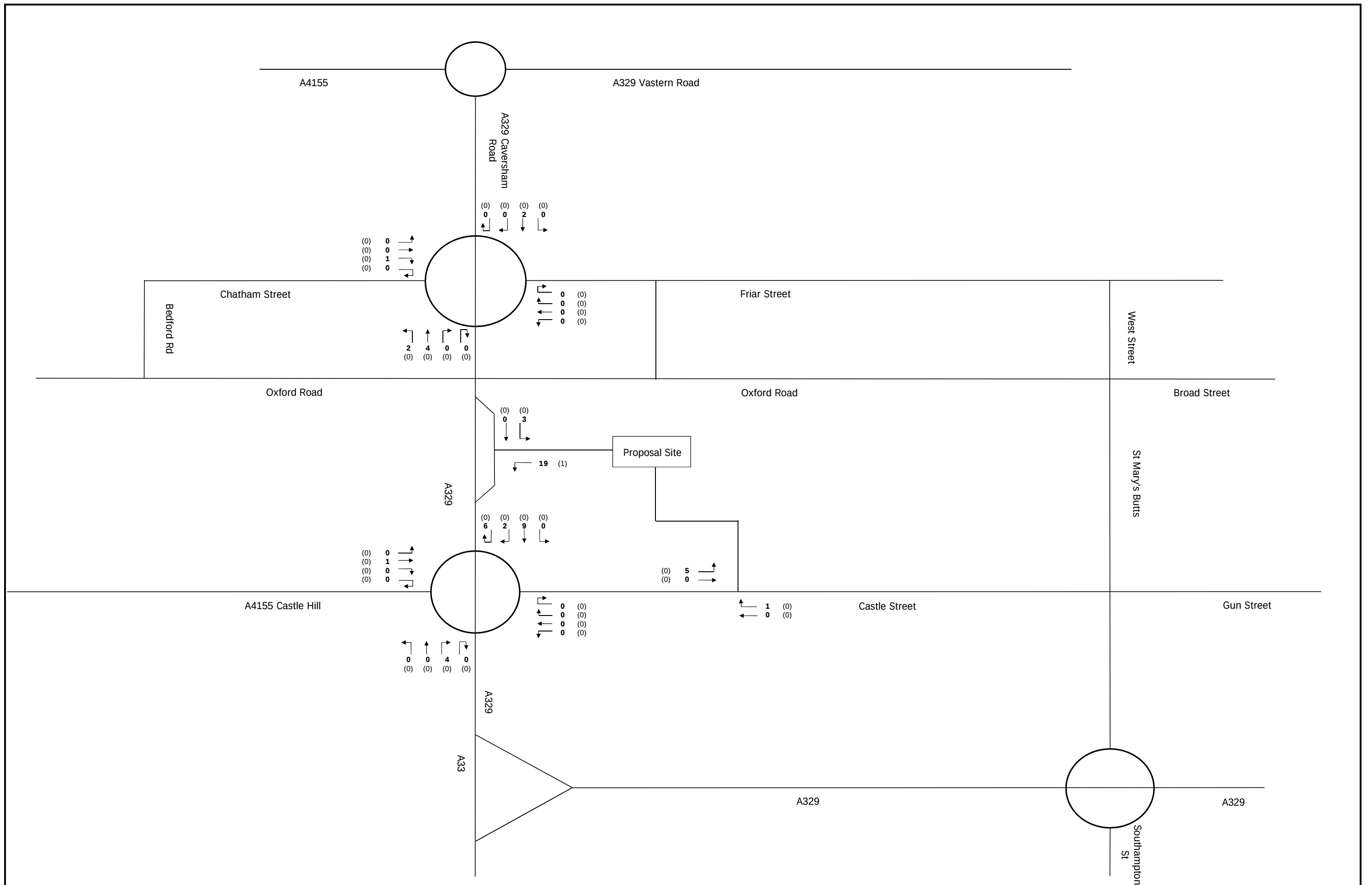
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.003	5	68	0.003	5	68	0.006
08:00 - 09:00	5	68	0.000	5	68	0.000	5	68	0.000
09:00 - 10:00	5	68	0.000	5	68	0.000	5	68	0.000
10:00 - 11:00	5	68	0.000	5	68	0.000	5	68	0.000
11:00 - 12:00	5	68	0.000	5	68	0.000	5	68	0.000
12:00 - 13:00	5	68	0.000	5	68	0.000	5	68	0.000
13:00 - 14:00	5	68	0.000	5	68	0.000	5	68	0.000
14:00 - 15:00	5	68	0.003	5	68	0.000	5	68	0.003
15:00 - 16:00	5	68	0.000	5	68	0.003	5	68	0.003
16:00 - 17:00	5	68	0.000	5	68	0.000	5	68	0.000
17:00 - 18:00	5	68	0.003	5	68	0.003	5	68	0.006
18:00 - 19:00	5	68	0.000	5	68	0.000	5	68	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.

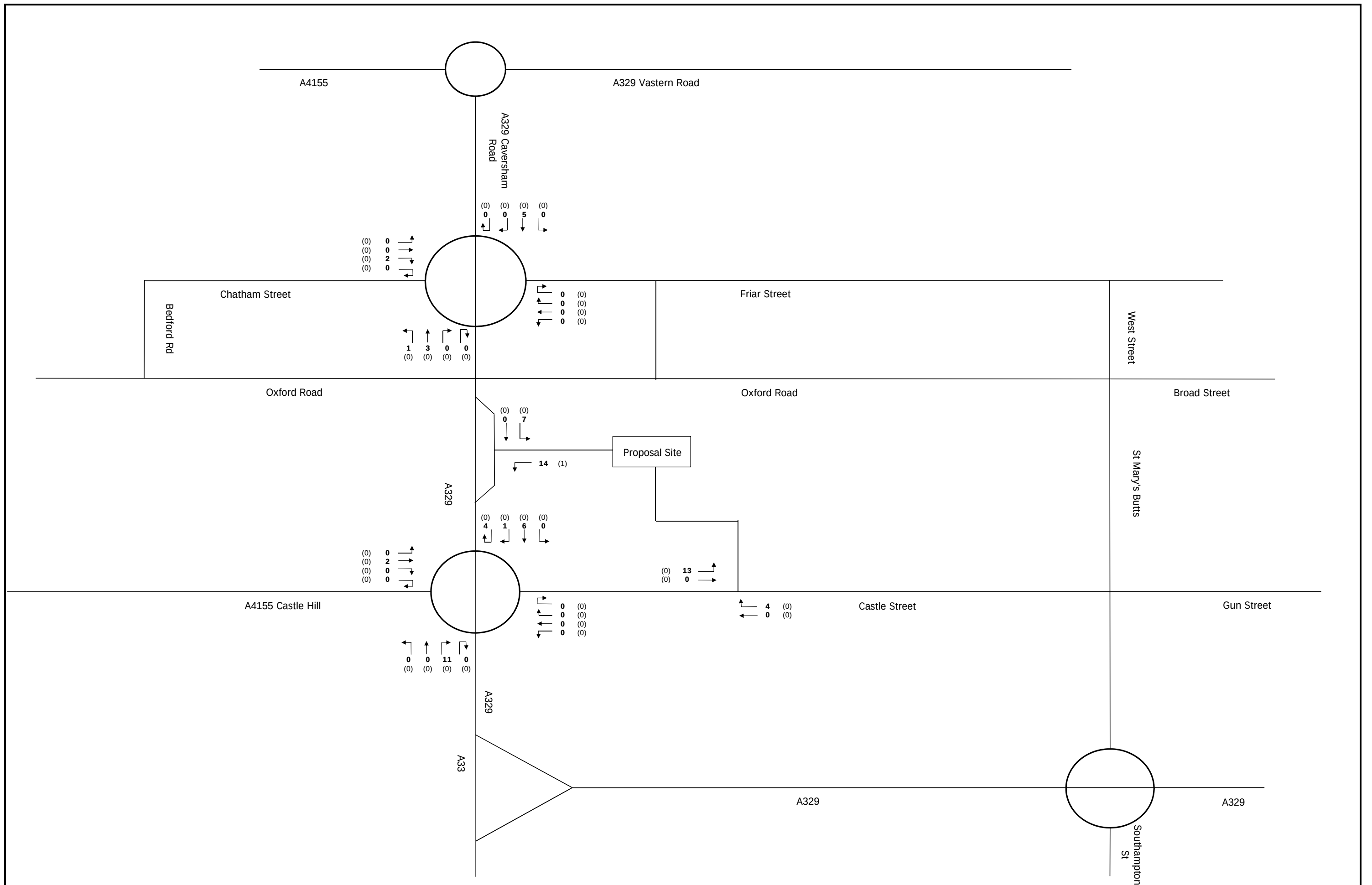
APPENDIX 6 – DEVELOPMENT FLOWS



PROPOSED DEVELOPMENT: Broad Street Mall, Reading

AM Peak (07:30-08:30)

Theoretical Development Flows

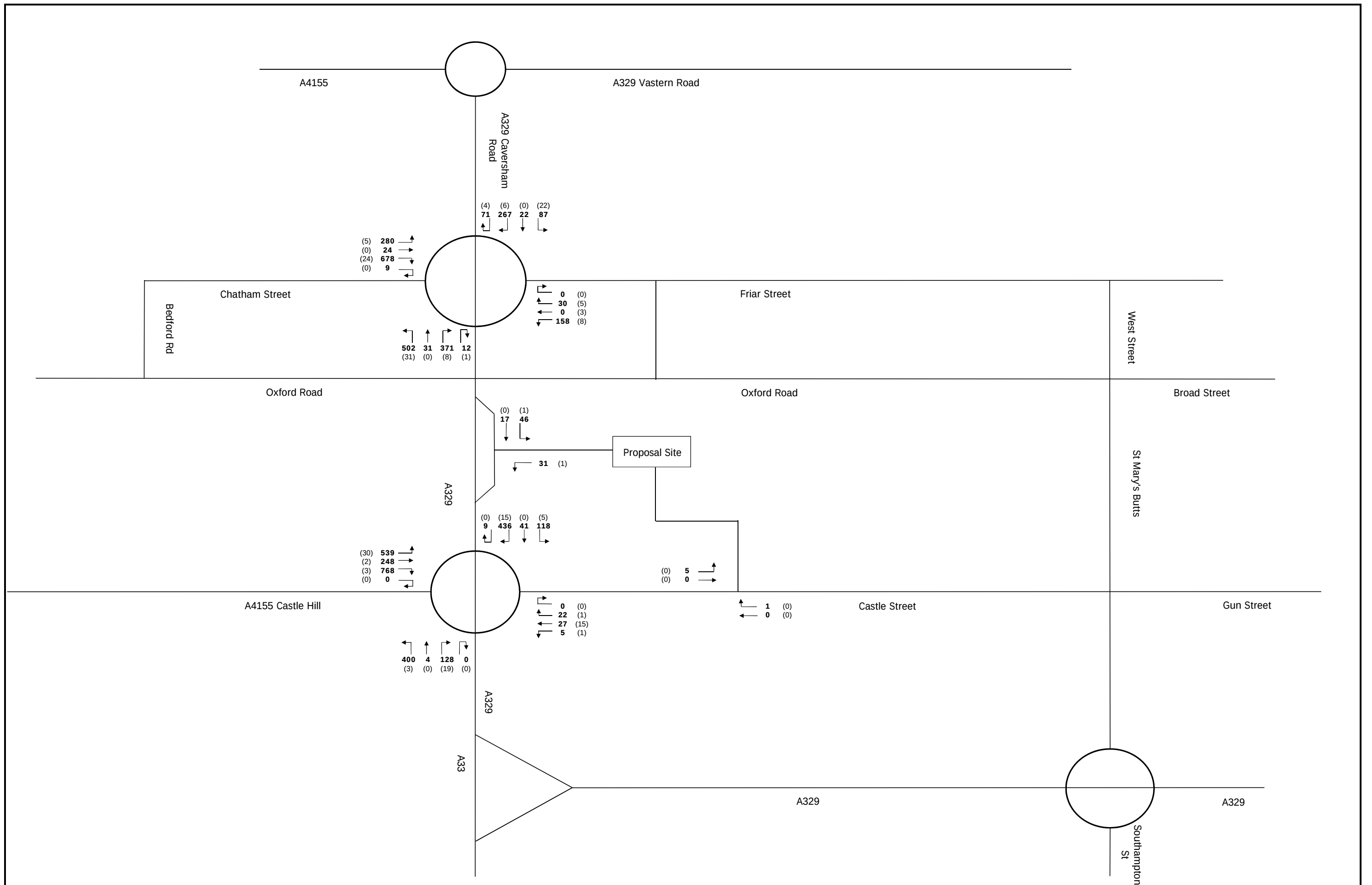


PROPOSED DEVELOPMENT: Broad Street Mall, Reading

PM Peak (16:30-17:30)

Theoretical Development Flows

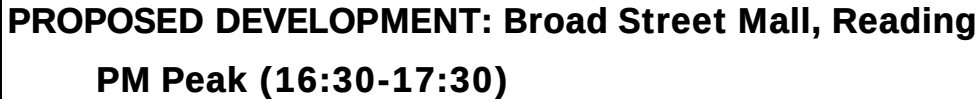
APPENDIX 7 – 2023 BASE FLOWS + PROPOSED DEVELOPMENT



PROPOSED DEVELOPMENT: Broad Street Mall, Reading

AM Peak (07:30-08:30)

2023 Base + Development



connect
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