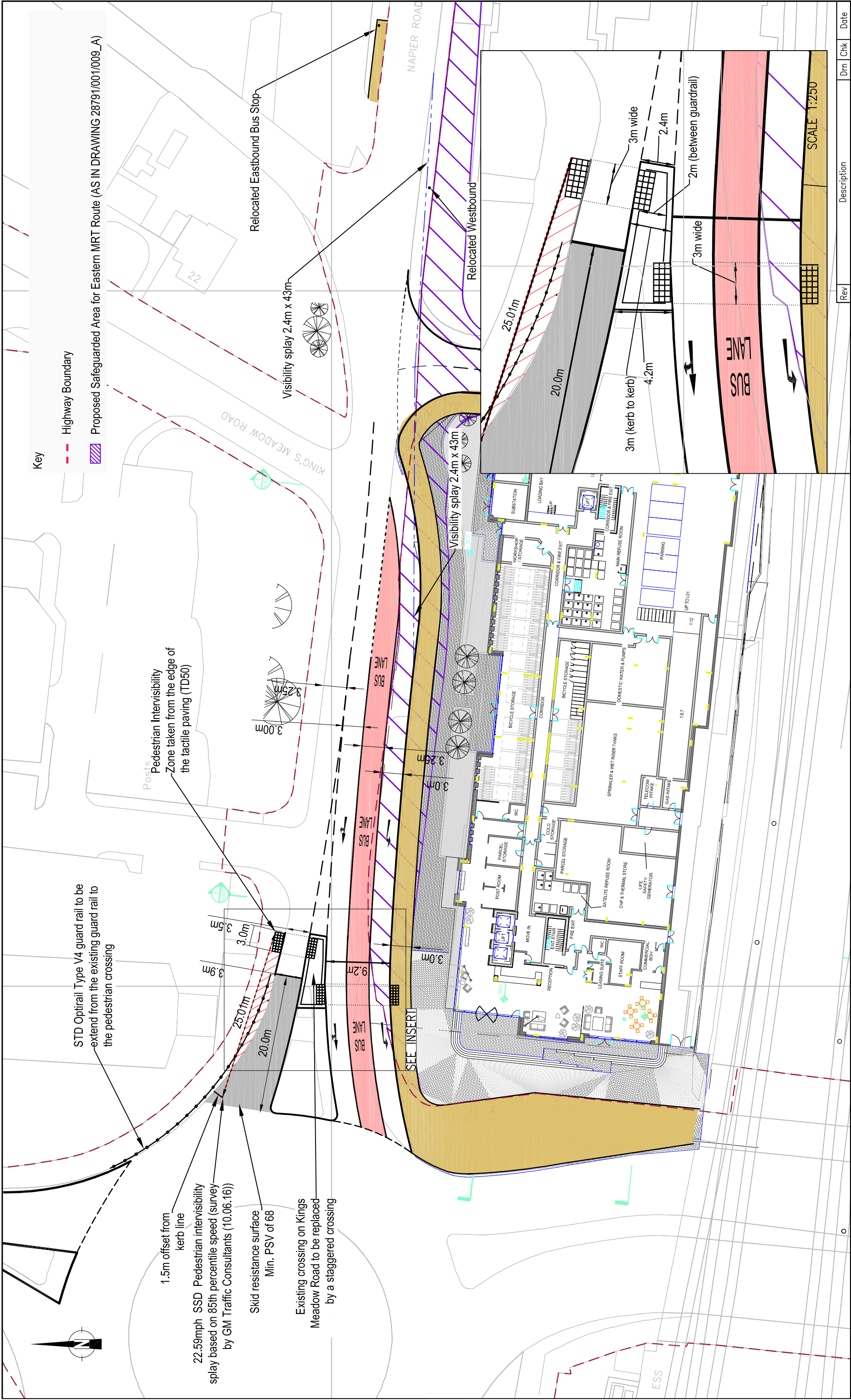






Key

- Highway Boundary
- Proposed Safeguarded Area for Eastern MRT Route (AS IN DRAWING 28791/001/009_A)



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NOTE:

1. THIS DRAWING IS TO BE TREATED AS INDICATIVE AND IS FOR DISCUSSION PURPOSES ONLY.
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JOB TITLE

THAMES QUARTER
READING

DRAWING TITLE

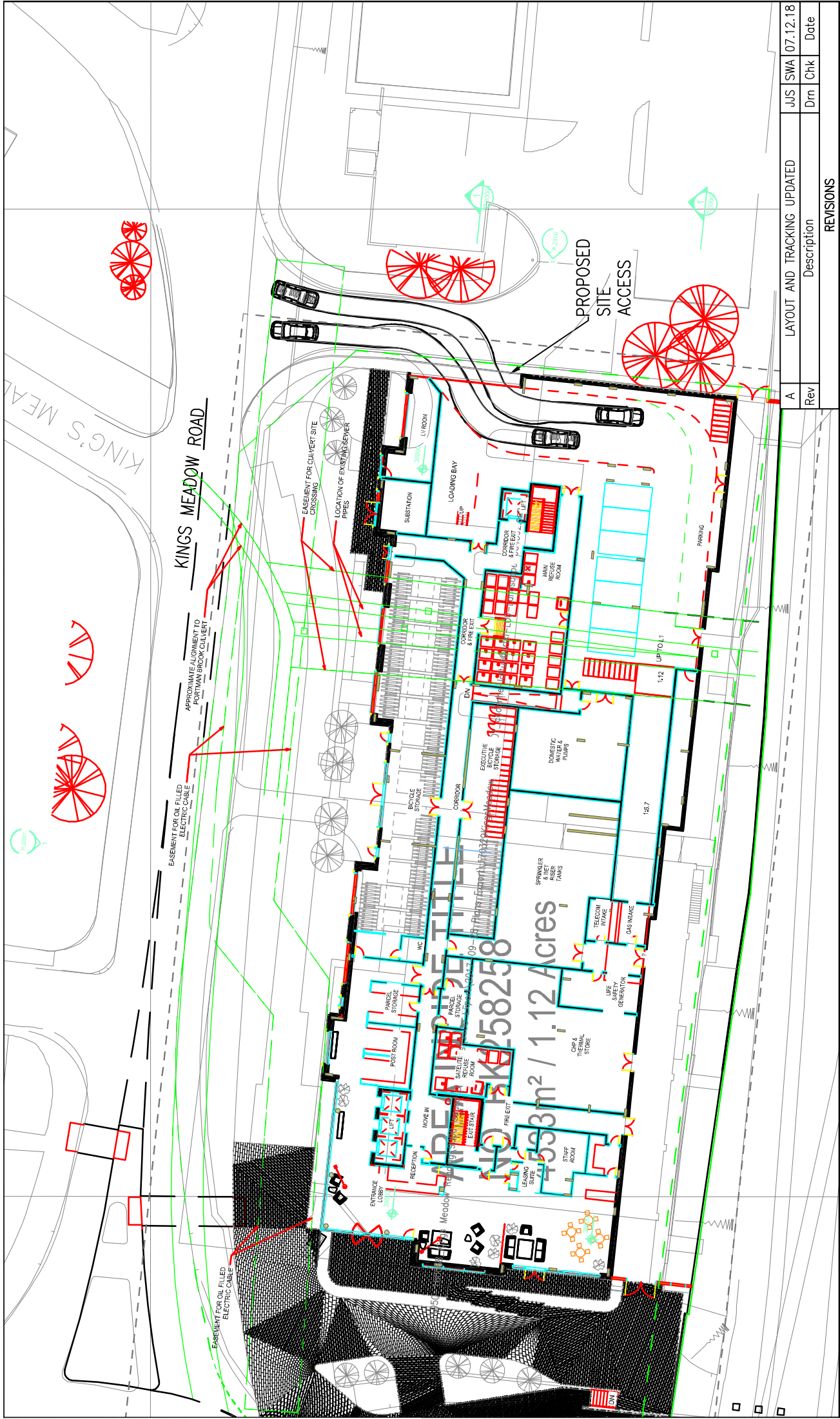
MRT EAST-PHASE 2-LAND TO BE SAFEGUARDED
OPTION 2 – STAGGERED PEDESTRIAN CROSSING

Rev	Description	Dwn	Chk	Date
C	UPDATED LAYOUT – THAMES QUARTER	COR	SWA	25.10.16
B	SSD ADJUSTED FOR SPEED SURVEY	COR	SWA	13.06.16
A	TACTILE PAVING & SSD DISTANCE	COR	SWA	25.05.16

REVISIONS

DATE	MAY '16	DRAWN	COR	CHECKED	SWA	ISSUE CHECKBOX
DRAWING No.	5277.027	REV	C	SCALE	1:500	

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JOB TITLE		DATE		DRAWN		CHECKED		ISSUE CHECKBOX	
THAMES QUARTER READING		NOV '16		COR		SWA			
DRAWING TITLE		DRAWING No.		REV.		SCALE		@ A4	
SITE ACCESS OFF KINGS MEADOW, READING		5277.047		A		1:500			
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Copy of Phoenix 2-17N (with Elite 2.6x2 RS chassis)
Overall Length 8.75m
Overall Width 3.45m
Overall Body Height 3.707m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to lock time 4.00s
Kerb to kerb turning Radius 10.150m

Saloon 4.8m
Overall Length 4.800m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.413m
Max Track width 1.400m
Lock time 4.00s
Kerb to kerb turning Radius 5.100m

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THAMES QUARTER READING

SWEPT PATH ANALYSIS
GROUND FLOOR LAYOUT (A-12000_J)
CALLISONRTKL

JOB TITLE

DATE

NOV '16

DRAWN

COR

CHECKED

SWA

ISSUE CHECKBOX

DRAWING No.

5277.044

REV

A

SCALE

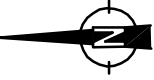
1:250

@

A3

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UPDATED LAYOUT AND TRACKING		JJS	SWA	07.12.18
Rev	Description	Drn	Chk	Date
REVISIONS				



4.800m
1.769m
1.488m
0.249m
1.713m
4.00s
5.100m



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DRAWING TITLE

SWEPT PATH ANALYSIS
FLOOR 01 (P-12000 J)
CALLISONRTKL

DATE	DRAWN	CHECKED	ISSUE CHECKBOX
OCT '16	COR	SWA	

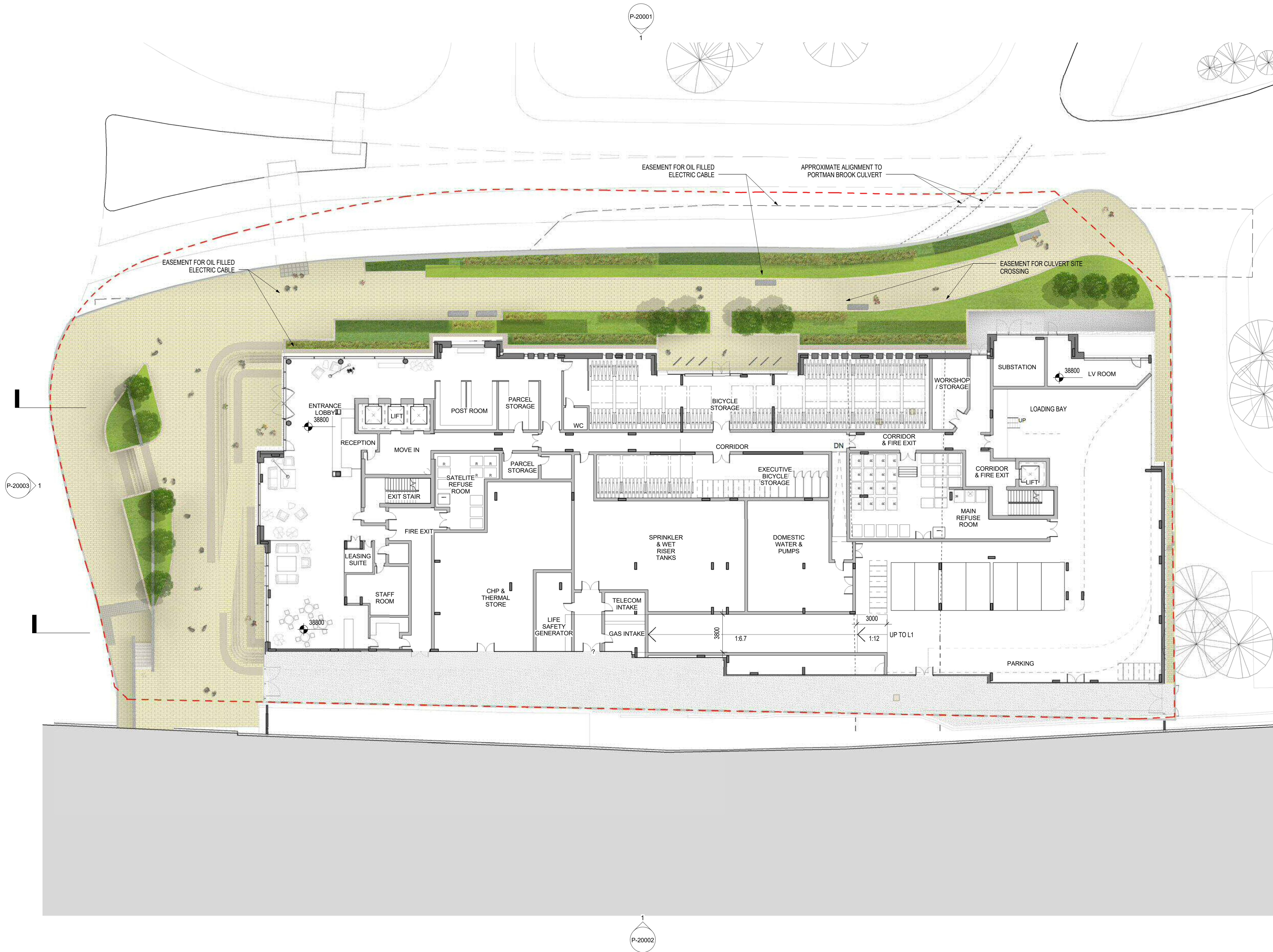
DRAWING No.	5277.042	REV	.	SCALE	1:250	@ A3
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APPENDICES





GENERAL NOTES

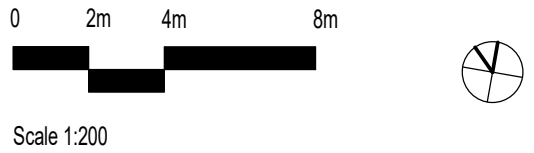
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REV NO.	DATE	DESCRIPTION
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PROJECT

**Kings Meadow,
Reading**

CLIENT

**Lochailort Reading
Ltd**

CALLISORTKLTM
A DESIGN CONSULTANCY OF ARCADIS
CallisonRTKL 25 Farringdon Street, 10th Floor, London, EC4A 4AB,
T: +44(0)20 7306 0404

SHEET IDENTIFICATION

TITLE

Ground Floor Plan

STATUS

FOR PLANNING

PROJECT NUMBER 050-160068	DATE DRAWN 09/27/16
DRAWN BY: CL	SCALE @ A1: 1: 200
CHECKED BY: MD	

DRAWING NUMBER P-12000	REVISION A
----------------------------------	----------------------



Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 04 December 2014 16:32
To: Nicola Clay
Subject: RE: Coopers BMW Reading
Attachments: Convenience Store MM Trip Rates.pdf

Nicola

Thank you for your email and the proposed trip rates for a convenience store. I have had assessed the TRICS database as well and have reached the same conclusion as yourself that there are a very limited number of comparison sites on the system similar to that proposed.

Given the small nature of the store and the extensive parking restrictions on the neighbouring roads , I am happy to progress as detailed below.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Offices
Bridge Street
Reading Borough Council
RG1 2LU

0118 937 3949 (73949 internal extension)

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From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 25 November 2014 15:05
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Hi Chris

Apologies my mistake! Please find attached.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House

Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]
Sent: 25 November 2014 15:04
To: Nicola Clay
Subject: RE: Coopers BMW Reading

Nicola

Thank you for your email but unfortunately there was no TRICs output attached. If this can be sent I will look at it as soon as possible.

Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
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From: Nicola Clay [<mailto:njc@stuartmichael.co.uk>]
Sent: 25 November 2014 11:38
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Chris,

Following on from our previous discussions regarding trip rates for the proposed scheme at Coopers Garage we are moving forward with a convenience store. It is intended that the store would serve the residential development (similar to that which would be provided on site for a housing development) with no parking provided on site. should parking be required the Kingsmeadow car park is located opposite the site. It is therefore anticipated that any vehicular movements associated with the store would be minimal.

I have therefore based my selection criteria within TRICS on town centre sites with no associated parking, please find the output report attached. I note that the sample size is small, however these sites best reflect the proposed development site. The cross test reports less than 30% for the peak periods and is therefore in line with TRICS guidance. I have applied a 75% reduction to the trips generation to account for passby-linked in trips as was the approved methodology for the Station Hill 3 and Sorting Office applications.

Please could you confirm that you accord with the proposed trip rates and/or provide comment on any adjustments that should be applied.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
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RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]

Sent: 17 September 2014 14:49

To: Nicola Clay

Cc: Stewart Andrews

Subject: FW: Coopers BMW Reading

Dear Nicola

Thank you for your email and attachments and I apologise for the delay in replying. I have now had the opportunity to examine the details and comment as follows.

With regards the minutes of the meeting I had with Stewart Andrews I find these a true reflection of meeting and I am happy with them.

In respect of the trip rates proposed I have also interrogated TRICS and for the residential I came out similar to your rates and those used previously in the nearby developments and as a result I am happy to use the ones you propose.

With the retail I get a much higher rate than yourself and I include my trip rate print out for your information. The cross test on these was 6% which is in accordance with the TRICS user guide for small samples. The problem with the retail is however given they are two small isolated units and until your client has some firm indication of who will occupy them, it is hard to pin down an accurate trip rate given the vast differences between trip rates between different retail uses.

With regards the Station Hill TRICS sites used I do not have details of the actual sites uses. However I do have the technical report from the first Station Hill application which indicates the varied types of retail uses chosen, which I attach for your information. Given the close proximity of the various applications the same methodology was used on all.

I hope this information is of use and if you require any more, please do contact me.

Kind Regards

Chris Saunders IEng, FIHE

Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 13 November 2014 16:13
To: Nicola Clay
Subject: RE: Coopers BMW Reading - Development Flows

Dear Nicola

Thank you for your email. Given the close proximity of the junctions I am happy for one ARCADY model combining both junctions.

If you need anything else, please let me know.

Kind Regards

Chris Saunders IEng, FIHE
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From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 11 November 2014 10:35
To: Saunders, Chris
Subject: RE: Coopers BMW Reading - Development Flows

Chris,

We are in the process of building the traffic models. In view of the proximity of the two A329 roundabout junctions (Forbury Road/A329N/A329E and A329W/George St/Kings Meadow/A329S/station Car Park) we are proposing to build a combined ARCADY model as opposed to two separate models.

Could you confirm that you approve of this approach or comment whether you would prefer separate models to be prepared.

Kind regards

Nicola

Nicola Clay

Senior Transport Planner

Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 21 October 2014 14:05
To: Nicola Clay
Subject: RE: Coopers BMW Reading

Nicola

Thank you for your email and I can confirm that I find your approach acceptable. Given our model is for the traditional peak times, these will need to be assessed but undertaking sensitive testing on the observed peak hours is a sensible way forward.

With regards the data you asked for I have chased our consultants up. I do have a meeting with them on Thursday, so hopefully I will get the data by then.

Kind Regard

Chris Saunders IEng, FIHE
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Department of Environment and Neighbourhood Services

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Reading Borough Council
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From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 20 October 2014 14:53
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Chris,

I have now received the MCC data from our traffic consultant for the A329 roundabout junctions :

- . Vastern Rd/Kings Meadow Rd/George Street/Station Car Park
- . Vastern Rd/Forbury Rd

The data indicates that the local peaks at these junctions vary to that of the typical commuter peak periods (0800-0900 and 1700-1800). The observed peak periods (based on total hourly traffic flows) are as follows:

- . Vastern Rd/Kings Meadow Rd/George Street/Station Car Park: 0730-0830 and 1615-1715
- . Vastern Rd/Forbury Rd: 0700-0800 and 1600-1700

It is assumed that the variation in peak periods between the roundabouts is likely attributed to the traffic flow from one to the other.

I am proposing that the Transport Assessment would undertake junction capacity testing for the typical commuter peak periods and then further sensitivity testing for the observed peak periods at both junctions. Please could you confirm that you accord with this approach, or advise as to your preferred approach should you not accord with my suggested method.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House
Coombe Square
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Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]

Sent: 09 October 2014 16:35

To: Nicola Clay

Subject: RE: Coopers BMW Reading

Nicola

Thanks you for your emails and I am sorry that I missed you this morning. Following your query I have looked back through our records and the following information may be of use to you. There are revised model runs from April 2013 and a copy of the runs you have with notes from me which indicated errors. Also there is a response from our consultants, below with regards my queries.

I can confirm that you have labelled the junctions correctly.

With regards the early email on turning movements at the Caversham Road / Vastern Road roundabout as the revised extracts show the turning movements are 40% Caversham Road, 60% Vastern Road.

If you need anything else, please let me know

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 09 October 2014 16:35
To: Nicola Clay
Subject: RE: Coopers BMW Reading
Attachments: Turning arrival flows April 2013.pdf; Station Hill Model runs 15-03-13 with RBC comments.PDF; SKMBT_C28014100910440.pdf

Nicola

Thanks you for your emails and I am sorry that I missed you this morning. Following your query I have looked back through our records and the following information may be of use to you. There are revised model runs from April 2013 and a copy of the runs you have with notes from me which indicated errors. Also there is a response from our consultants, below with regards my queries.

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If you need anything else, please let me know

Kind Regards

Chris Saunders IEng, FIHE
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From: Tom Withey [twithey@peterbrett.com]
Sent: 28 March 2013 12:09
To: Saunders, Chris
Cc: Scott Witchalls; Leuillet, Ruth
Subject: RE: Station Hill - Reading Transport Model Invoice
Chris,

Thanks for your email.

With regards your comments on the document, my responses are below with reference to the page number of the report:

12-26. In the junction diagram, the numbers all refer to Volume/Capacity (V/C) ratios, rather than flows. These were required as part of the model brief. Considering them in this light, I think all the diagrams are sensible. For example, it is not unusual for all turns from the same arm at a roundabout to have the same v/c ratio, as the model tries to balance out the flow and capacity evenly across all turns from an arm, in order to minimise the V/C for any single turn.

33-34. The access from the car park you refer to are actually all flows from the civic centre/hexagon car park. Regarding the town centre restrictions, note that the diagrams are showing V/C flows, and that there are some flows in the model on this link due to buses.

35-36. The flows on the link highlighted are on the slip road. Generally, these vehicles are using the slip road as an alternative to the IDR.

For item 2, I believe the junction diagrams have prompted this question. I can assure that the model has been modified to take into account the town centre restrictions. What you believed to be flows were in fact V/C ratios, and for those links you highlight, we are showing V/C ratios due to the presence of bus flows. Pages 8-11 of the scanned report show the development flows, and these show zero flow on Friar Street, West Street and Gun Street, as expected.

For item 3, there is no assumed model forecast year (we have always maintained this when dealing with developers). For the purposes of development control, the modelled forecast must include all significant consented developments. Because in many of these cases we don't know when the build out is likely to be, we can't say what the forecast year for the model is. However, at the same time need to assume an increase in background traffic so that not all of the growth in the model comes from consented development. To account for this background growth, we use Temprow factors to generate a nominal growth up to 2015. We know that the model doesn't actually represent a 2015 forecast year, however, we have to add in something for the background, and 2015 was the year chosen for that.

I hope that clears everything up to your satisfaction, but please get in touch if there are any unresolved issues, or if you have any further queries.

Tom

From: Saunders, Chris [mailto:Chris.Saunders@reading.gov.uk]

Sent: 28 March 2013 10:58

To: Tom Withey

Cc: Scott Witchalls; Leuillet, Ruth

Subject: RE: Station Hill - Reading Transport Model Invoice

Tom

Thank you for the model runs for Station Hill and unfortunately I have some questions to ask before I can finally release this to the developer's agent. I comment as follows.

- 1) The model runs show some inconsistencies with flows not corresponding with preceding flows which results in flows increasing and decreasing through junctions for no apparent reasons. I attach a scanned version of the document with all my queries and would be grateful if these could be answered.
- 2) The runs show large volumes of development traffic going through West Street, Friar Street and Gun Street during the morning and evening peak periods. I questioned these flows given since April 2011, the Town Centre restrictions have been changed so only buses, taxis and certain permit authorised vehicles can enter the central area between 7am and 11am and 4pm and 7pm, 7 days a week. Before the changes the restrictions were 11am to 4pm so vehicles could travel through the area during peak hours. Can you therefore confirm that the model has been adjusted to take in to account the new restrictions and if so why are there development flows along these roads.
- 3) The proxy year for development is 2015 and this clearly needs to be explained as the completion year of the development is going to be considerably latter than this and the Highway Authority has informed the developers agent that the proposals need to be assessed on year of opening.

As you are probably aware this is a high profile site and I have to ensure the data we are giving the developers agent is correct so we are not open to criticism during the planning process.

I look forward to hearing from you.

Kind Regards

Chris Saunders IEng, FIHE

Transport Development Control Manager

Reading Borough Council
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RG1 7AE

Tel 0118 937 3949

DIFFICULT TIMES, BIG QUESTIONS...WE NEED TO TALK.

Tell us what you think and register for updates at

www.reading.gov.uk/weneedtotalk

From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 09 October 2014 11:03
To: Saunders, Chris
Cc: Leuillette, Ruth
Subject: RE: Coopers BMW Reading

Good Morning Chris and Ruth,

I tried calling this morning but understand you were both out of the office/in meetings.

I am trying to clarify the Station Hill 3 development trips. I have been through the TA and as far as I can determine the only development link flows are provided under Appendix E of the document.

I have extracted the relevant junctions which we are to test as part of the Coopers Garage proposals:

- . Vastern Road(A329)/Napier Road/George St (B3345)/A329(south to Forbury Road)
- . Vastern Road (A329)/Caversham Road/Caversham Road (A329)

These junctions are attached. However, should I have located these junctions incorrectly please do advise!

What I would like to understand is whether these diagrams show the development trips or are they inclusive of baseline traffic/future year traffic also? I query this based on the fact that there are trips on all arms of the junctions as opposed to those which one would expect in terms of accessing the development site.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [mailto:Chris.Saunders@reading.gov.uk]
Sent: 08 October 2014 12:40
To: Nicola Clay

Cc: Leuillet, Ruth
Subject: RE: Coopers BMW Reading

Dear Nicola

Thank you for your email. The officer responsible for the Reading Transport Model is Ruth Leuillet and I have copied her in on this response.

To help you out the Station Hill 3 TA with all the model runs is on the web under this application number 130436, on the bottom of the first page of documents and the Royal mail Site is on the web under application number 110024 with the final TA on page 5 of the documents.

If you need anything else, please let me know

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From: Nicola Clay [<mailto:njc@stuartmichael.co.uk>]
Sent: 07 October 2014 16:31
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Chris,

I wonder if you might be so kind as to provide me with the contact details of a colleague who deals with the Reading Transport Model.

I am struggling to extract the development trips from some of the committed development TA's (e.g. Station Hill) and therefore it would prove of assistance if this could be provided to me to ensure that our traffic modelling is robust.

I am still trying to clarify the type of retail development being proposed at Coopers Garage.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]
Sent: 17 September 2014 14:49
To: Nicola Clay
Cc: Stewart Andrews
Subject: FW: Coopers BMW Reading

Dear Nicola

Thank you for your email and attachments and I apologise for the delay in replying. I have now had the opportunity to examine the details and comment as follows.

With regards the minutes of the meeting I had with Stewart Andrews I find these a true reflection of meeting and I am happy with them.

In respect of the trip rates proposed I have also interrogated TRICS and for the residential I came out similar to your rates and those used previously in the nearby developments and as a result I am happy to use the ones you propose.

With the retail I get a much higher rate than yourself and I include my trip rate print out for your information. The cross test on these was 6% which is in accordance with the TRICS user guide for small samples. The problem with the retail is however given they are two small isolated units and until your client has some firm indication of who will occupy them, it is hard to pin down an accurate trip rate given the vast differences between trip rates between different retail uses.

With regards the Station Hill TRICS sites used I do not have details of the actual sites uses. However I do have the technical report from the first Station Hill application which indicates the varied types of retail uses chosen, which I attach for your information. Given the close proximity of the various applications the same methodology was used on all.

I hope this information is of use and if you require any more , please do contact me.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

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From: Nicola Clay [<mailto:njc@stuartmichael.co.uk>]

Sent: 03 September 2014 12:47

To: Saunders, Chris

Cc: Stewart Andrews

Subject: Coopers BMW Reading

Chris,

I understand that you met with my colleague Stewart Andrews, 19th August, to discuss the scope of the transport assessment in relation to the proposed development at the existing Coopers Garage, Reading site. Please find attached the meeting minutes which provide a summary of your discussions. I trust that these are reflective of your discussions, however should you wish for any amendments to made me please let me know.

Following on from your meeting with Stewart I have undertaken a TRICS assessment for the proposed development. I have also taken into consideration the trip rates agreed as part of the Station Hill and Chatham Place developments, as advised by yourself during the scoping meeting. I attach the proposed trip rates TRICS output reports for the proposed development (both Residential and Retail t). I have applied the following criteria in the selection process:

	Residential	Retail
Location	Town centre, Edge of Town Centre	Neighbourhood Centre (PPS6), Residential Zone
Area	Sites Located in Scotland, Wales and Ireland have been excluded.	Sites Located in Scotland, Wales and Ireland have been excluded.
Land Use	C3: Residential	Retail
Sub-Land Use	C3: Flats Privately Owned	Local Shops (Neighbourhood Centre)
Quantum	100-400 units (output= 132-294units)* *294 – maximum units available	1000-1890sqm GFA (output 100-1890)* *1890 = maximum sqm GFA available
Output	Multi-Modal	Multi-Modal
Travel Plan	No	No

Nb: With regards to the retail development there are no sites available within a town centre location and therefore the public transport provision for each site is much lower than the residential site selected.

I have reviewed the TRICS trip rates against those of the Station Hill and Chatham Place trip rates. The attached PDF provides an overview of the trip rates for ease of reference. The residential trip rates prove comparable, however the retail trip rates are much lower than those applied for the Station Hill development. If you have access to the approved TRICs outputs for the Station Hill development this would likely provide a good basis for comparing the proposed trip rates against those of Station Hill.

In terms of assessing the existing site traffic generation we are undertaking surveys tomorrow to provide initial data with which we can then compare existing with proposed and this will inform us of the potential increase in traffic flow.

If you could provide some feedback with regards to the proposed trip rates this would be much appreciated.

Kind regards

Nicci

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited

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Website: www.stuartmichael.co.uk

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Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 17 September 2014 14:49
To: Nicola Clay
Cc: Stewart Andrews
Subject: FW: Coopers BMW Reading
Attachments: Residential MM Trip Rates.PDF; Retail MM Trip Rates.PDF; 4710 - Trip Generation - TRICS comparison.pdf; 4710 - Initial Transportation Scoping Meeting.pdf; TEchnical Note Trip Rates.pdf; Retail Rate Flats Sept 2014 RBC.pdf

Dear Nicola

Thank you for your email and attachments and I apologise for the delay in replying. I have now had the opportunity to examine the details and comment as follows.

With regards the minutes of the meeting I had with Stewart Andrews I find these a true reflection of meeting and I am happy with them.

In respect of the trip rates proposed I have also interrogated TRICS and for the residential I came out similar to your rates and those used previously in the nearby developments and as a result I am happy to use the ones you propose.

With the retail I get a much higher rate than yourself and I include my trip rate print out for your information. The cross test on these was 6% which is in accordance with the TRICS user guide for small samples. The problem with the retail is however given they are two small isolated units and until your client has some firm indication of who will occupy them, it is hard to pin down an accurate trip rate given the vast differences between trip rates between different retail uses.

With regards the Station Hill TRICS sites used I do not have details of the actual sites uses. However I do have the technical report from the first Station Hill application which indicates the varied types of retail uses chosen, which I attach for your information. Given the close proximity of the various applications the same methodology was used on all.

I hope this information is of use and if you require any more , please do contact me.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

0118 937 3949 (73949 internal extension)

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From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 03 September 2014 12:47
To: Saunders, Chris
Cc: Stewart Andrews
Subject: Coopers BMW Reading

Chris,

I understand that you met with my colleague Stewart Andrews, 19th August, to discuss the scope of the transport assessment in relation to the proposed development at the existing Coopers Garage, Reading site. Please find attached the meeting minutes which provide a summary of your discussions. I trust that these are reflective of your discussions, however should you wish for any amendments to be made please let me know.

Following on from your meeting with Stewart I have undertaken a TRICS assessment for the proposed development. I have also taken into consideration the trip rates agreed as part of the Station Hill and Chatham Place developments, as advised by yourself during the scoping meeting. I attach the proposed trip rates TRICS output reports for the proposed development (both Residential and Retail t). I have applied the following criteria in the selection process:

	Residential	Retail
Location	Town centre, Edge of Town Centre	Neighbourhood Centre (PPS6), Residential Zone
Area	Sites Located in Scotland, Wales and Ireland have been excluded.	Sites Located in Scotland, Wales and Ireland have been excluded.
Land Use	C3: Residential	Retail
Sub-Land Use	C3: Flats Privately Owned	Local Shops (Neighbourhood Centre)
Quantum	100-400 units (output= 132-294units)* *294 – maximum units available	1000-1890sqm GFA (output 100-1890)* *1890 = maximum sqm GFA available
Output	Multi-Modal	Multi-Modal
Travel Plan	No	No

Nb: With regards to the retail development there are no sites available within a town centre location and therefore the public transport provision for each site is much lower than the residential site selected.

I have reviewed the TRICS trip rates against those of the Station Hill and Chatham Place trip rates. The attached PDF provides an overview of the trip rates for ease of reference. The residential trip rates prove comparable, however the retail trip rates are much lower than those applied for the Station Hill development. If you have access to the approved TRICS outputs for the Station Hill development this would likely provide a good basis for comparing the proposed trip rates against those of Station Hill.

In terms of assessing the existing site traffic generation we are undertaking surveys tomorrow to provide initial data with which we can then compare existing with proposed and this will inform us of the potential increase in traffic flow.

If you could provide some feedback with regards to the proposed trip rates this would be much appreciated.

Kind regards

Nicci

Nicola Clay

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MEETING RECORD

Project:	Coopers BMW Reading	Job Reference:	4710
Subject:	Initial Transportation Scoping Meeting	Date:	19 th August 2014
Venue:	Civic Centre, Reading		
Attendees:	Chris Saunders (CS) - Reading Borough Council Stewart Andrews (SWA) - Stuart Michael Associates		
Apologies:			
Distribution:	As above plus the Applicants		
1.0	SWA identified the site and described the proposals. SWA also noted that initial pre-application discussions had been held with the Council's Planning Officers.		
1.1	CS agreed that the proposed development was located in a highly accessible area.		
1.2	With regard to parking provision SWA noted that a parking provision of 35% had been agreed with Officers as part of a previous proposal for the site. CS confirmed that although the site is just outside of the Councils Zone 1 parking area, to all intents and purposes it should be treated as being Zone 1 and therefore a reduced parking standard would be appropriate.		
1.3	CS requested that any Transport Assessment include a parking accumulation assessment to demonstrate that the proposed parking provision is appropriate.		
1.4	CS also noted that although the site was not located within an existing car park permit zone, it is likely that a Planning Condition will be applied to any consent to remove the rights of future residents to a parking permit. CS requested that the Transport Assessment include a plan detailing the existing parking restrictions in force around the proposed development site.		
1.5	CS requested that the Transport Assessment include a comparison between the trip generation resulting from the existing and proposed uses of the site. If there is little difference between the trip generation characteristics of the uses CS will only require an assessment of the operation and capacity of the Napier Road and Forbury Road roundabout junctions. Should the differences be significant however CS will require that the traffic impact of the proposed development be assessed using the Council's Traffic Model.		
1.6	The timing for traffic surveys was discussed and CS noted that given the different term dates for Schools in Reading, traffic surveys should be scheduled for the week commencing 15 th September. (Post meeting note, CS confirmed that the Council do not have any road works programmed for the road network around the site during the week commencing 15 th September).		
1.7	With regard to trip generation rates for the proposed development, CS requested that TRICS be used to provide a representative rate, CS confirmed that given the site location and accessibility he would be content to include London sites (TRAVL) as part of the TRICS analysis in this case.		
1.8	CS noted that a full Residential Travel Plan would be required to support the trip generation rates used for the Transport Assessment.		
1.9	With regard to provision for a car club on-site, CS noted that the Common Wheels Car Club is already active in this part of Reading and might be a good first contact regarding provision and levels of service. Other options to be considered for the Travel Plan could include integrated ticketing.		
1.10	CS also noted that he now follows DfT advice regarding projected year for future assessment as full occupation.		

1.11	It was agreed that 2011 Census data regarding journey to work should be used for traffic assignment and distribution.	
1.12	CS requested that account be taken of the following consented schemes: • The redevelopment of the Royal mail Sorting Office on Caversham Road (residential); • Kenavon Drive (residential); • Station Hill (retail, hotel and residential); • Chatham Place (residential).	
1.13	CS also requested that the impact of the new cycle crossing over the River Thames be included as part of the assessments.	
1.14	With regard to Crossrail, CS noted that only two trains per hour will run from Reading.	
1.15	CS also noted that there is still a protected line for road improvements along Napier Road which will need to be respected by any scheme for the site. (plans detailing the protected line provided by CS post meeting).	
1.16	SWA undertook to provide a Transport Assessment Scoping Report for agreement with CS.	SWA