

Units 10-12 Rose Kiln Lane,
Reading

Transport Statement

For
DTZ Investors

Project No.
14592

Date
July 2026

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1.0 INTRODUCTION

1.1 Introduction

1.1.1 This Transport Statement (TS) has been prepared by Campbell Reith Hill LLP (Hereafter, "CampbellReith") to accompany an application for full planning permission being submitted by the Applicant, DTZ Investors, to Reading Borough Council (RBC) in respect of Units 10, 11 and 12 at Rose Kiln Lane, Reading.

1.1.2 The application seeks planning permission for:

"Refurbishment and upgrade of the units comprising of external alterations and yard reconfiguration and all associated works."

1.1.3 The units have a total floorspace of 2,357.6m² GIA. The Site Location Plan is provided at Appendix 1.

1.2 Planning context

1.2.1 Following a review of the Council's online planning register there were no available historic permissions at the Site. The lawful use of the building is therefore considered to be Class E(g)iii, B2 and B8 as the units operate as existing. No change of use is proposed as part of the proposals.

1.2.2 Therefore, as the proposed refurbishment of the units does not involve a change of use class, or a change in area, the planning context is that there is no impact to consider or assess.

1.3 Scope of report

1.3.1 This TS seeks to provide supporting transport and highways information in respect of forthcoming proposals on the site. This Report provide an appraisal of the existing local public transport network and existing walking and cycling infrastructure within the vicinity of the site. This Report will also describe the development proposals on the site, including the vehicular access arrangements.

1.3.2 The remainder of this Report will be set out as follows:

- Chapter 2.0 sets out relevant national planning policy matters;
- Chapter 3.0 considers the site location, local highway information and characteristics, and also provides information about the existing site;
- Chapter 4.0 provides information regarding the development proposals;
- Chapter 5.0 sets out an on-site assessment of the development; and
- Chapter 6.0 summarises and concludes the Report.

2.0 PLANNING POLICY

2.1 National Planning Policy

2.1.1 The national planning and transport policies that are relevant to the transport elements of the development proposal are set out in the following:

- The National Planning Policy Framework (NPPF); and
- The National Planning Practice Guidance.

2.1.2 The general aim of these documents is to encourage a more sustainable approach to transport and reduce the negative impacts associated with the private car and single occupancy journeys. The policies aim to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel. This is supported by the web-based Planning Practice Guidance.

2.1.3 The National Planning Policy Framework (revised December 2024) published by the Ministry of Housing, Communities and Local Government is the current National planning framework for England. It provides a framework within which locally prepared plans for housing and other development can be produced. It aims to encourage a sustainable approach to development, which reduces the negative environmental impacts associated with the private car. It aims to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel.

2.1.4 Chapter 9 of the Framework explains how planning decisions should promote sustainable transport. Paragraph 115 is particularly relevant and states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; 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 through a vision-led approach."*

2.1.5 Paragraph 110 explains that the planning system should actively manage patterns of growth, and that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

- 2.1.6 Paragraph 116 explains 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”*
- 2.1.7 The Government has recently carried out consultation on the Draft National Planning Policy Framework (December 2025). The consultation encompassed important changes to policies on planning procedures, new policies on plan-making and revisions to policies for decision making in order to *‘unlock more homes in the right places, and further support the commercial development needed to drive growth’*.
- 2.1.8 Despite the consultation status of the draft NPPF, there is an emerging direction of travel set out in the draft NPPF in respect of the emerging planning policies which has been taken into consideration, in a non-determinative way, as discussed below, when considering how existing planning policy objectives are addressed.
- 2.1.9 The emerging national decision-making Policy TR6 ‘Assessing Transport Impacts’ updates Paragraphs 115 and 116 in the current NPPF and states:
- ‘1. *Development proposals that are likely to generate significant amounts of movement should be supported by:*
 - a. *A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*
 - b. *A travel plan, indicating how sustainable transport objectives will be delivered, monitored and managed over time.*
 2. *Transport assessments and statements, and travel plans, should reflect the transport vision for the development and how it is intended to be achieved (including, in the case of Travel Plans, identifying fallback options if initial measures do not deliver the expected outcomes).*
 3. *All development proposals should be capable of proceeding without having a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements.*
 4. *In assessing potential impacts, all reasonable future scenarios should be considered, taking into account impacts at different times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself.’*
- 2.1.10 The emerging national decision-making Policy TR4 ‘Street Design, Access and Parking’ in the draft NPPF updates paragraph 117 in the current NPPF and states:
- ‘1. *To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:*

- a. Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*
 - b. Incorporate or contribute towards appropriate facilities to support this prioritisation, such as continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;*
 - c. Make sure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users – including through measures to minimise the scope for conflict between pedestrians, cyclists and vehicles, to meet the needs of disabled people, older people and children in relation to all modes of transport, and to avoid unnecessary street clutter;*
 - d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3); and*
 - e. Provide a suitable number of parking spaces where appropriate, reflecting the location and nature of the development, any locally set standards in the development plan, and including adequate provision of spaces that allow for the charging of plug-in vehicles in safe, accessible and convenient locations.*
- 2. The principles set out in national design guidance should be used to inform how this policy is applied. ‘*

3.0 THE SITE AND EXISTING CONDITIONS

3.1 Site location and use

- 3.1.1 The site is located on the west side of The A33, Rose Kiln Lane, Reading, within an unnamed estate, which is broadly triangular. Reading Borough Council (RBC) are both the planning and highway authority.
- 3.1.2 To the west and south, the site is surrounded by undeveloped land. To the immediate north is a casino, which was formerly a retail unit within the wider estate, and to the immediate east is the A33. Refer to the Site Location Plan within Appendix 1.
- 3.1.3 The site comprises three existing two-storey commercial buildings within the wider estate:
- Unit 10-11 (two units which are connected internally).
 - Unit 12.
- 3.1.4 The three units form the west end of a five-unit terrace; comprising unit numbers 8-12 inclusively. It is understood that the site (i.e., units 10-12 inclusively) were most recently used by Royal Mail and Parcel Force.
- 3.1.5 The premises includes associated forecourt parking and servicing areas, primarily to the north of the units, but also west of Unit 12, identified in line-marking paint.
- 3.1.6 Unit 10-11 is provided with 5Nº loading doors, while Unit 12 has one.
- 3.1.7 Pedestrian access is provided on the south side of the existing access from the A33, via a marked at-grade walkway past Units 8-9, connecting to the forecourt area in front of Unit 10. In the vicinity of Units 10-12 the existing walkway is marked at 1.2m wide, which is considered to be reasonable, within an existing private commercial courtyard and service area.
- 3.1.8 The existing site layout is shown at Appendix 2 and an extract provided at Figure 3.1.



Figure 3.1: Existing site layout
(NTS)

3.2 Local highway network

- 3.2.1 The A33 is dualled carriageway, running broadly north-south past the site to the east. Relative to the site it connects to Reading town centre in the north and Junction 15 of the M4 to the south.
- 3.2.2 In the vicinity of the site, the A33 is subject to a 30mph posted speed limit. The dualled carriageway arrangement means that all traffic to the site approaches from the south and the site access operates on a “left in / left out” basis only. To the north (approximately 140m) the existing four-armed signal-controlled junction allows U-turns for vehicles leaving the site to head back to the south.

3.3 Pedestrian and cyclist infrastructure

- 3.3.1 The A33 is provided with relatively wide footways of approximately 3.6m width on the west side where the site is accessed. These footways are signed as shared cycle / footways, with the section in the vicinity of the site being route R1.
- 3.3.2 To the south, the first opportunity to cross is at the signalised junction with Rose Kiln Road, approximately 685m to the south. To the north (approximately 140m) pedestrians and cyclists can use a toucan crossing at the southern edge of the existing four-armed signal-controlled junction, to cross the A33.
- 3.3.3 The site is situated within close proximity to an established pedestrian network, with all streets and roads outside of the site boundary providing well-lit footways on both sides.

- 3.3.4 To the south on the A33, a connection to National Cycle Route 4 can be made at the Rose Kiln Road junction. An extract of the RBC cycle map is shown at Figure 3.2.

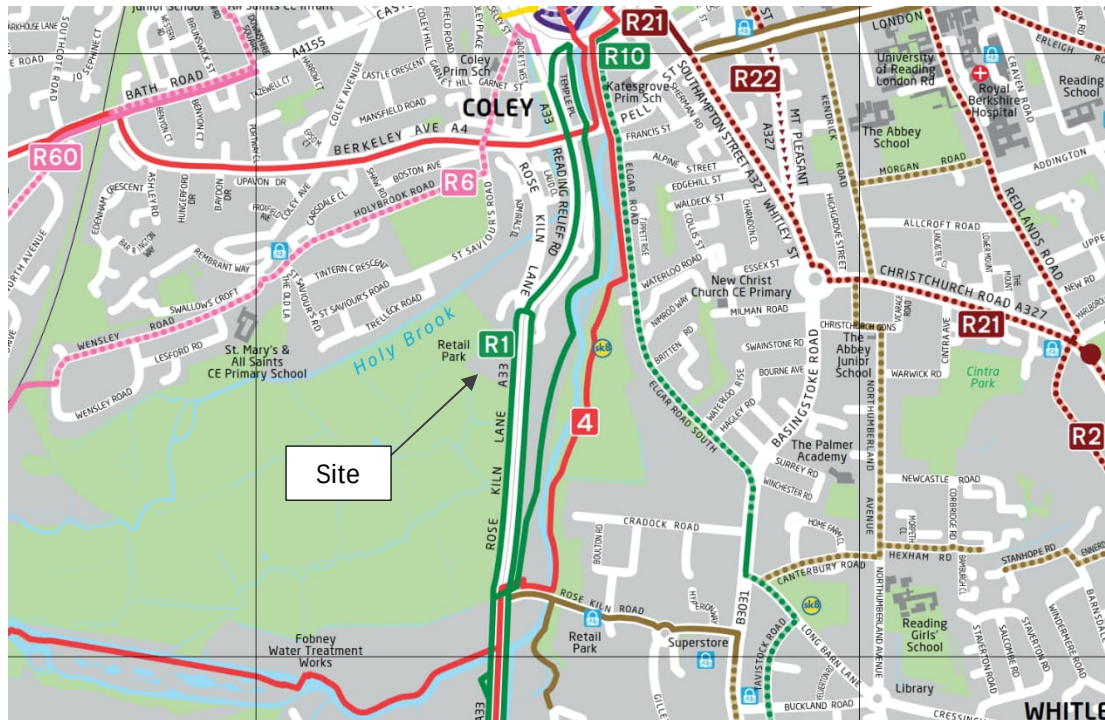


Figure 3.2: Reading cycle map extract
(NTS, aligned north to page, map courtesy of Reading Borough Council¹)

3.4 Public Transport - Bus

- 3.4.1 The nearest bus stops are known as “Rose Kiln Lane north”, and whilst a pair of stops, are located a modest distance apart, due to the juxtaposition of the signal-controlled junction to the north of the site.
- 3.4.2 The southbound stop is approximately opposite the site access onto the A33, while the northbound stop is located to the north, beyond the signal-controlled junction with Rose Kiln Lane. When allowing for walking distances using the footways and designated crossing positions, both stops are slightly less than 300m walking distance from the site, which is less than a 4-minute walk time².
- 3.4.3 The site is well connected for bus journeys north to Reading town centre as well as to the south towards Green Park, and beyond to the south of the M4 corridor. The services are summarised in Table 3.2.

¹ <https://www.reading.gov.uk/vehicles-roads-and-transport/cycling/reading-cycling-network-maps/> Accessed July 2026

² Planning for Walking, CIHT, 2015

Table 3.1: Local Bus Services

Bus No	Route	Service Interval			Bus Stop
		Monday-Friday	Saturday	Sunday	
50	Central Reading – Green Park	2 per hour daytime, greater in peaks	4 services per day	None	Rose Kiln Lane North
50a	Central Reading – Green Park	2 per hour daytime, greater in peaks	4 services per day	None	Rose Kiln Lane North
600	Reading – Swallowfield – Riseley	4 per hour daytime	4 per hour daytime	1 per hour daytime	Rose Kiln Lane North

3.5 Personal Injury Collision Data

- 3.5.1 CampbellReith has obtained Personal Injury Collision Data from for collisions of all severities which occurred within the most recent five-year period (up to 2024). Refer to Figure 3.3 which shows the study area considered appropriate for the scale of the development.

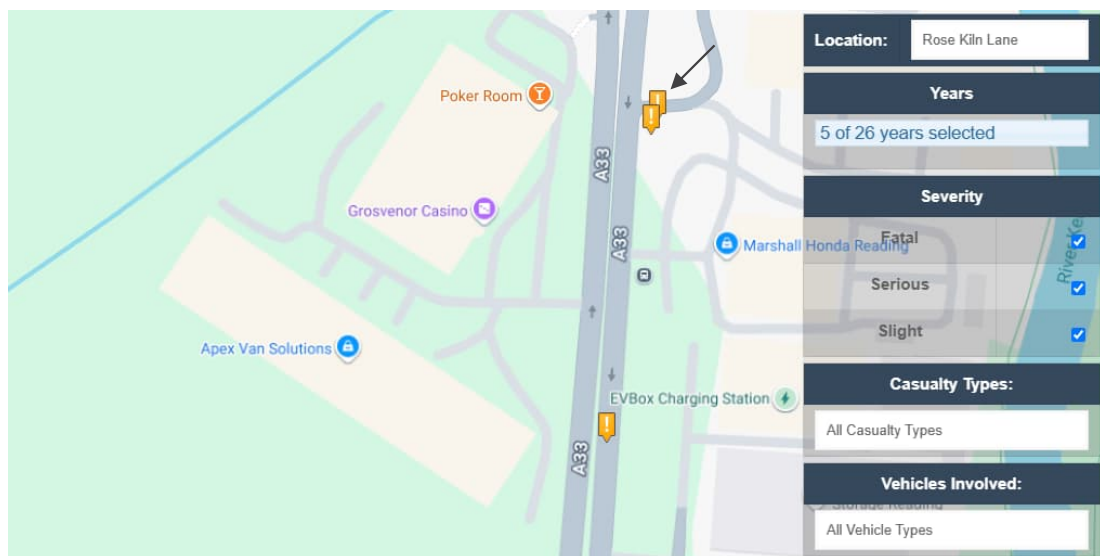


Figure 3.3: Collision Data Map

(NTS, aligned north to page, Image courtesy of Crashmap.co.uk)

- 3.5.2 A total of three collisions occurred during the most recent 5-year period, all of which were identified as 'slight'. It is important to note that no 'serious' or 'fatal' collisions occurred within the study area.

- 3.5.3 One collision involved a cyclist on the east side of Rose Kiln Lane and is arrowed at Figure 3.2. This occurred on 25th October 2021 and would appear to involve a cyclist using or crossing the existing access and being struck by a vehicle. A review of online mapping shows that the junction design has been updated, including the addition of new tactile paving and dropped kerbs on an improved desire line for cyclists, which would also place them in a more direct line of sight for vehicles turning into the access.

3.6 Existing Traffic Flows

- 3.6.1 DfT fixed site count point 99742 is located on the A33 to the north of the access to the wider site, prior to the signal junction downstream from the site.
- 3.6.2 The DfT website³ notes that the last manual (as opposed to estimated) count was undertaken in 2025 and resulted in a two-way Annual Average Daily Flow (AADF) of 40,326 vehicles two way.
- 3.6.3 A review of the raw data has been undertaken, and Table 3.2 shows the traffic flows recording during the AM and PM peak periods, including the hour preceding the typical network peaks, as industrial uses can result in earlier start and finish times for staff.

Table 3.2: DfT cp99742 2025 peak hour raw data

Time		Southbound	Northbound	2-way
AM	07:00-08:00	1,626	1,441	3,067
	08:00-09:00	1,731	1,671	3,402
PM	16:00-17:00	1,479	1,570	3,049
	17:00-18:00	1,503	1,690	3,193
12-hour	07:00-19:00	17,077	15,867	32,944

- 3.6.4 As shown, there are in the region of 1,500 northbound vehicles per hour passing the site access during the peak periods.

³ <https://roadtraffic.dft.gov.uk/count-points/99742#map>

4.1 Summary of Development

"Refurbishment and upgrade of the units comprising of external alterations and yard reconfiguration and all associated works."

4.1.3 Unit 12 is a presently a self-contained premises; while Units 10 and 11 are of equal size, are joined internally, and have been used as a single space.

4.1.4 It is proposed to update the configuration of the three units, so that Units 11 and 12 are joined internally and Unit 10 becomes a standalone unit, via the provision of a new internal wall, however, this would result in no change to the building envelope, nor the overall area. Therefore, as the proposed refurbishment of the units does not involve a change of use class, or a change in area, the planning context is that there is no impact to consider or assess.

4.1.5 The proposals will result in a modernisation of the buildings and the external area to the north frontage. The proposed site plan is shown within Figure 4.1 below at reduced scale. This is also included within Appendix 3.

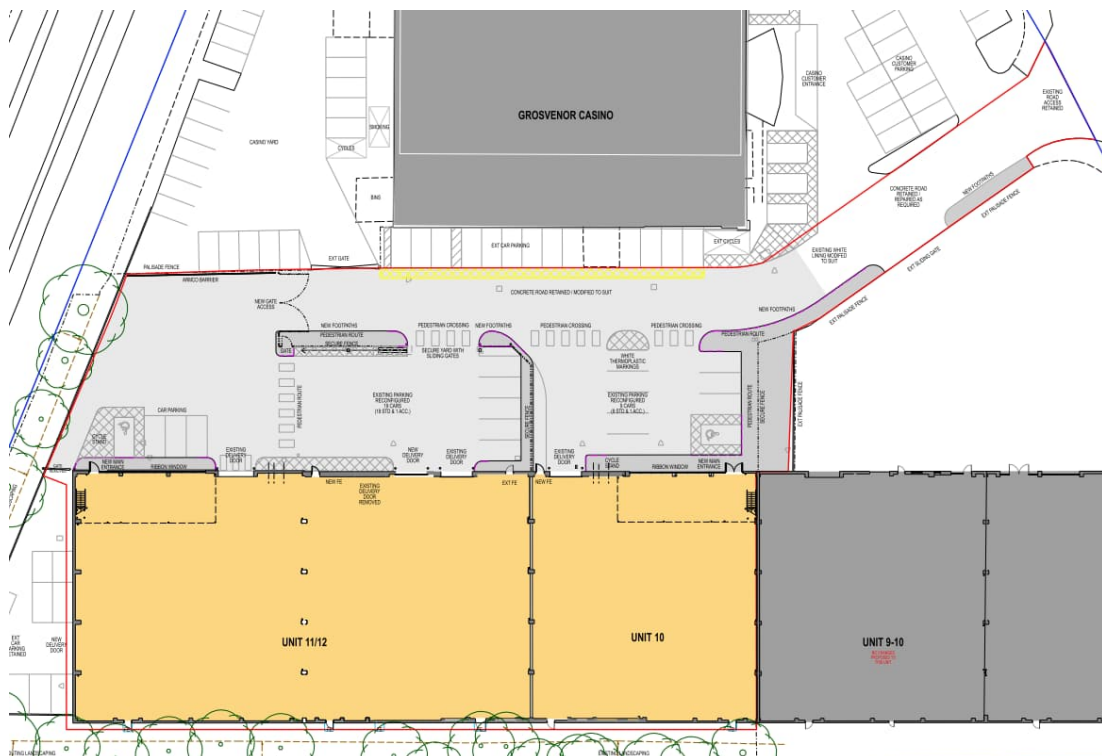


Figure 4.1: Proposed site layout
(NTS)

4.2 Pedestrian / Cyclist Access

- 4.2.1 The existing access route from the A33 would be retained in order to not affect the existing access arrangements to Units 8-9 and the casino to the north.
- 4.2.2 Beyond the extent of Units 8-9, the walkway would be increased in width to 1.8m.

4.3 Vehicular Access

- 4.3.1 The existing access arrangements to the A33 and into the site would remain unchanged to not affect the existing access and egress situation for the other units at the site.
- 4.3.2 The main changes which result from the refurbishment of the units, are external changes to the parking and yard areas.
- 4.3.3 The proposed changes to the yard area are shown on the proposed site plan at Appendix 3 and shown at Figure 4.2. These changes involve the formation of a secure yard area for Unit 11-12 with access controlled by gates, while Unit 10 would have open access from the internal site road.

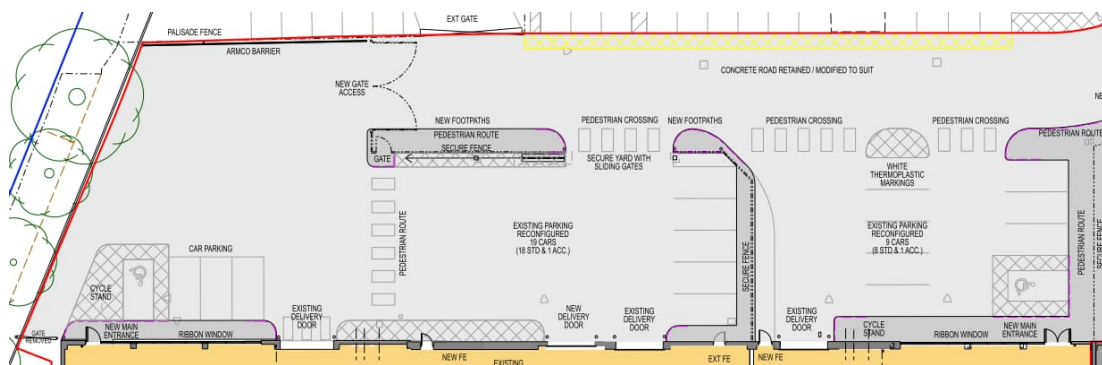


Figure 4.2: Proposed changes to yard and parking area

4.4 Car Parking

- 4.4.1 The existing three units are provided with 42N^o car parking spaces, three larger HGV spaces and large areas of hatched markings for manoeuvring, unloading, or ancillary parking. Within the 42 car parking spaces, two are accessible. There is no EV charging provided.
- 4.4.2 The proposed refurbishment results in a rationalisation of the parking at the existing units and includes a market-led provision of secured yard areas for tenants. The existing ten parking spaces to the west of unit 12 would remain unchanged, however the parking in front of the longer north elevation would be updated and rationalised, providing the following:

Table 4.1: Rationalised parking provision

Unit	Car parking	Inclusive of...		Loading bays
		Accessible	EV	
10	9	1	1	1
11-12	19	1	1	3
Total	28	2	2	4

- 4.4.3 As shown at Table 4.1, there would be a reduction of 14 car parking spaces, but the formalisation of 4N^o HGV bays adjacent to building access doors. The number of accessible parking spaces would remain unchanged from existing. It is proposed to introduce 1N^o EV charge point for Unit 10 and one for Unit 11-12.

4.5 Cycle Parking

- 4.5.1 Two Sheffield type cycle stands will be provided, one adjacent to Unit 10 and one adjacent to Unit 11-12 for visitor parking.
- 4.5.2 Staff will park and store bicycles long-stay within the units in order provide increased security and weather protection.

4.6 Servicing, Deliveries and Refuse Collections

- 4.6.1 The development will continue to be serviced via the existing site access junction off the A33 Rose Kiln Lane.

Servicing and Deliveries

- 4.6.2 The updated yard areas have been checked for access with rigid and articulated vehicles. Swept path analysis is provided at Appendix 4 and show how a 10m rigid and 16.5m articulated vehicle could access Unit 10 and Unit 11-12.
- 4.6.3 Unit 10 has one loading door and the swept paths show that an articulated vehicle could enter the site from the A33 in a forward gear, then reverse back into the offload position. Once loading/unloading activity was completed, the vehicle can pull away in a forward gear and leave the site.
- 4.6.4 Unit 11-12 has two gate positions, and the swept paths show that entry would be via the westernmost gate. From here, a 10m rigid can reverse up to and access all three delivery doors on the unit, before pulling forward to exit the site. A larger articulated vehicle can enter the site and park within the secure yard, allowing unloading to occur.
- 4.6.5 No car parking spaces are overrun as part of the swept path manoeuvres and access is maintained to the retained yard area to the west of the casino building.

Refuse Collections

- 4.6.6 Refuse and waste will be stored in dedicated bins within the internal floorspace of each unit and then wheeled out on collection days.

4.6.7 It is assumed that refuse collections will occur twice per week, at the maximum, and will be coordinated between the tenants and a private refuse Contractor. Therefore, no conflict with other road users is likely.

4.7 Trip Generation

4.7.1 As noted previously within this report, there is no change in developed area, nor a change in use proposed. The application concerns the refurbishment and modernisation of the site. As a result, there is no “do something” scenario to address, as there is no change in the traffic generating potential of the existing permitted site.

5.0 ON SITE ASSESSMENT

5.1 Introduction

5.1.1 As noted previously within this report, there is no change in developed area, nor a change in use proposed.

5.1.2 The subsequent trip generation exercise has been undertaken to provide a check of the parking provision at the site, given that the proposals result in a modest reduction in the existing supply. Table 5.1 shows the current building areas alongside a sensitivity test, which splits the area of existing Unit 10-11 equally, to provide a standalone area for Unit 10 and a combined area for proposed Unit 11-12.

Table 5.1: Existing and retained schedule of Accommodation

Unit	Use Class	Floorspace (GIA)		Car Parking
		Current	Sensitivity test	
Units 10	Lawful use E(g)(iii), B2, B8	1,562.1m ²	781.05m ²	9
Unit 11	Lawful use E(g)(iii), B2, B8		1576.55m ²	19
Unit 12	Lawful use E(g)(iii), B2, B8	795.5m ²		
Total		2,357.6m ²	2,357.6m ²	28

5.2 Trip Generation – industrial units

5.2.1 The “Employment – Industrial Unit” Land-Use was used. The following filtering was applied in order to derive suitable vehicle trip rates relative to the locational characteristics of the site:

- Only sites located within a ‘Edge of Town Centre’ and ‘Edge of Town’ location were included;
- All site surveys undertaken during the presence of COVID-19 restrictions were excluded.

5.2.2 Application of the above selection parameters yielded a total of 55 sites. In keeping with the release of TRICS 8, all sites in all geographic locations and of all ages have been included. A copy of the TRICS data outputs is provided at Appendix 5.

5.3 Parking accumulation

5.3.1 By applying the trip rates to the floor areas of Unit 10 and Unit 11-12 the parking accumulation for each can be calculated.

Table 5.2: Parking accumulation

Hour beginning	Unit 10 781.05m ²			Unit 11-12, 1,576.55m ²		
	In	Out	Acc.	In	Out	Acc.
07:00	3	1	4	5	1	6
08:00	3	1	6	5	1	10
09:00	1	1	6	2	1	11
10:00	1	1	6	2	1	12
11:00	1	1	6	1	1	12
12:00	1	1	6	2	2	12
13:00	1	1	6	3	2	13
14:00	1	1	6	2	3	12
15:00	1	1	6	2	3	11
16:00	0	3	3	1	5	7
17:00	0	2	1	1	4	4
18:00	0	1	0	1	2	3

Acc = accumulated vehicles, assumed parked.

5.3.2 As shown, the maximum parking accumulation for Unit 10 is 6 vehicles and the maximum accumulation at Unit 11-12 is 13 vehicles.

5.3.3 In both cases the calculated accumulation is lower than the number of parking spaces which are proposed to be provided and therefore the modest reduction in spaces is considered to be acceptable and would not result in any material impact.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 This Transport Statement (TS) has been prepared by CampbellReith to accompany an application for full planning permission being submitted by the Applicant, DTZ Investors, to the Reading Borough Council (RBC).

6.1.2 The application seeks planning permission for:

“Refurbishment and upgrade of the units comprising of external alterations and yard reconfiguration and all associated works.”

6.1.3 Following a review of the Council's online planning register there were no available historic permissions at the Site. The lawful use of the building is therefore considered to be Class E(g)iii, B2 and B8 as the units operate as existing. No change of use is proposed as part of the proposals.

6.1.4 Therefore, as the proposed refurbishment of the units does not involve a change of use class, or a change in area, the planning context is that there is no impact to consider or assess.

6.1.5 In the vicinity of the site, the A33 is subject to a 30mph posted speed limit. The dualled carriageway arrangement means that all traffic to the site approaches from the south and the site access operates on a “left in / left out” basis only. There are in the region of 1,500 northbound vehicles per hour passing the site access during the peak periods

6.1.6 To the north (approximately 140m) the existing four-armed signal-controlled junction allows U-turns for vehicles leaving the site to head back to the south.

6.1.7 No collisions occurred at or close to the site access.

6.1.8 The proposals will result in a modernisation of the buildings and the external area to the north frontage. While internal alterations are proposed, there is no change in the overall area of development, which will remain at 2,357.6m².

6.1.9 Minor changes to the parking layout are proposed which include the provision of secure yard areas, resulting in a reduction of 14 car parking spaces, but the formalisation of 4N^o HGV bays. The number of accessible parking spaces would remain unchanged from existing. External (visitor) and internal (staff) cycle parking will be provided for each unit. It is proposed to introduce 1N^o EV charge point for Unit 10 and one for Unit 11-12.

6.1.10 The on-site assessment has shown that the reduced parking provision could accommodate the calculated parking demand for each unit.

6.2 Conclusions

6.2.1 In conclusion, the proposals would result in no change to the traffic generating potential of the site. The modest reduction in parking as a result of the rationalisation of the yard area could accommodate the parking demand of each unit. As a result, it is considered that there are no reasons to refuse planning permission in respect of the proposals on highways or transportation grounds.



CampbellReith
consulting engineers

Appendix 1

Site Location

Appendix 2

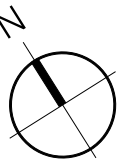
Existing site layout



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SITE SPECIFIC HAZARDS

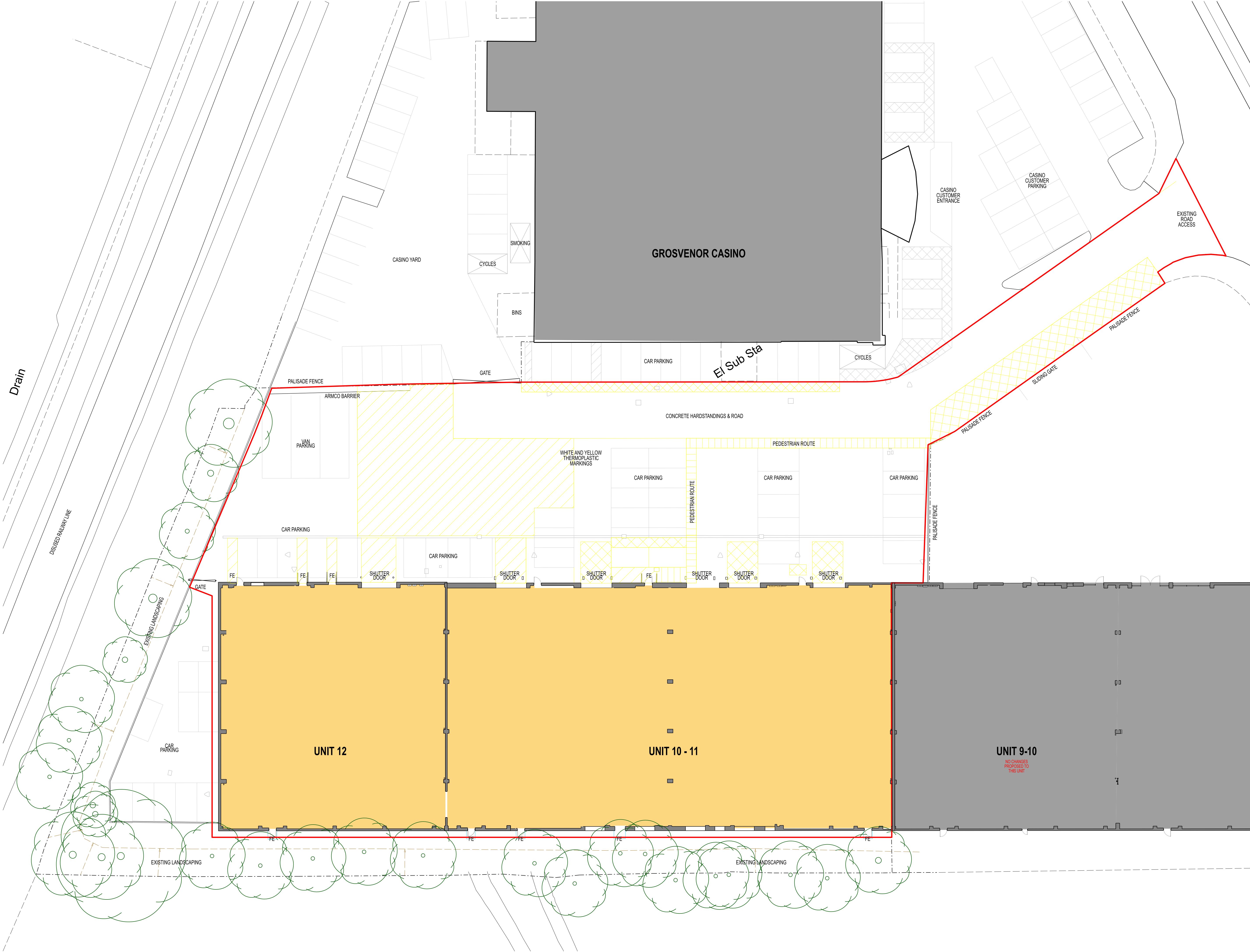
IN ACCORDANCE WITH THE REQUIREMENTS OF THE CON REGULATIONS 2015 THE FOLLOWING SIGNIFICANT RESIDUAL HAZARDS HAVE NOT BEEN DESIGNED OUT OF THIS PROJECT AND MUST BE TAKEN INTO CONSIDERATION BY CONTRACTORS PLANNING TO UNDERTAKE THE WORKS SHOWN ON THIS DRAWING.



PARKING SCHEDULE

EXISTING CARS	30
EXISTING ACCESSIBLE	2
TOTAL	32

- APPLICATION BOUNDARY
— ADJACENT LAND WITHIN THE APPLICANTS OWNERSHIP, BUT NOT FORMING PART OF THE PLANNING APPLICATION



B	16.07.26 APPLICATION BOUNDARY UPDATED	AJP
A	23.06.26 PLANNING ISSUE 1	AJP
REV.	DATE	NOTES

CLIENT / PROJECT

DTZ INVESTORS

READING, ROSE KILN LANE

DRAWING TITLE

EXISTING

SITE PLAN

STATUS

PLANNING

DATE	11.05.26	DRAWN	AJP	SCALE @ A1	1:200
------	----------	-------	-----	------------	-------

PROJECT NUMBER	UNIT	CU / SPS CODE	TYPE & NUMBER	REVISION LETTER
11918	[3]	P1-X	L03	B

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Profile Colour	C

THE RATCLIFFE GROVES PARTNERSHIP

MANCHESTER
101 MANCHESTER ROAD
BURY LANCASHIRE BL9 6TD
T: 0161 797 0000 E: manchester@rga.co.uk
www.rga.co.uk

LONDON
19 BEDFORD ROW
LONDON WC1R 4EB
T: 020 7600 6666 E: london@rga.co.uk

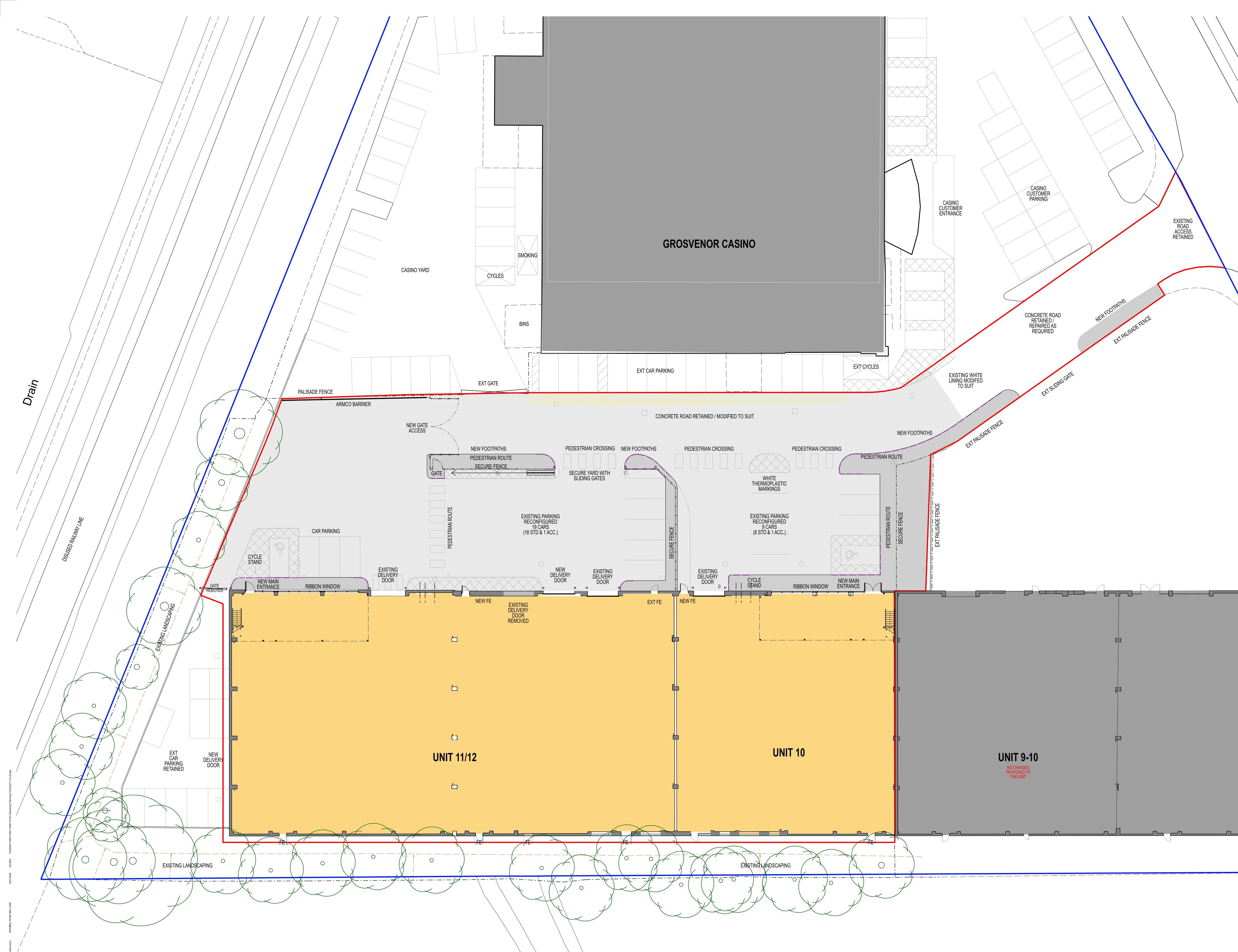




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Appendix 3

Proposed site layout



SCALE 1:200

0m 2 4 6 8 10 12

SITE SPECIFIC HAZARDS

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CON REGULATIONS 2015 THE FOLLOWING SIGNIFICANT RESIDUAL HAZARDS HAVE NOT BEEN DESIGNED OUT OF THIS PROJECT AND MUST BE TAKEN INTO CONSIDERATION BY CONTRACTORS PLANNING TO UNDERTAKE THE WORKS SHOWN ON THIS DRAWING.

N

PARKING SCHEDULE

PROPOSED CARS	16
PROPOSED ACCESSIBLE	2
TOTAL	18

— APPLICATION BOUNDARY

— ADJACENT LAND WITHIN THE APPLICANTS OWNERSHIP, BUT NOT FORMING PART OF THE PLANNING APPLICATION

C 16.07.26 APPLICATION BOUNDARY UPDATED AJP

B 16.07.26 UNIT SPLIT & YARD ARRANGEMENT UPD. AJP

A 23.06.26 PLANNING ISSUE 1 AJP

REV. DATE NOTES INIT.

CLIENT / PROJECT

DTZ INVESTORS

READING, ROSE KILN LANE

DRAWING TITLE

PROPOSED

SITE PLAN

STATUS

PLANNING

DATE	18.06.26	DRAWN	AJP	SCALE @ A1	1:200
PROJECT NUMBER	UNIT	CU / SPS	TYPE & CODE	REVISION	LETTER

DRAWING NO.

11918	[3]	P1-X	L05	C	
Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prints Colour	C

THE RATCLIFFE GROVES PARTNERSHIP

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101 MANCHESTER ROAD
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LONDON WC1R 4EB
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RGp
architects

Appendix 4

Swept path analysis



Notes

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C: Contractual Drawings authorized and approved for stage completion Stage.
- Drawing status:
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
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P1	Issued for information	23/07/26	TH
Rev	Description	Date	By

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020 7340 1700

Manchester

0161 819 3060

Bristol

0117 916 1066

Birmingham

01675 467 484

www.campbellreith.com

Job Title

Rose Kiln Lane, Reading

Client

DTZ Investors

Swept Path Analysis
Articulated Lorry - Unit 10

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	23/07/26	1:500	RG	S2	14592

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14592	CRH	XX	XX	DR	H	6301	P1



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S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY. Any deviations to that which is on site is not the liability of CampbellReith)
- Work Stages:**
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
- Only drawings with **revision Cn** and **status A5** to be used for Construction.

P1	Issued for information	23/07/26	TH
Rev	Description	Date	By

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Job Title

Rose Kiln Lane, Reading

Client

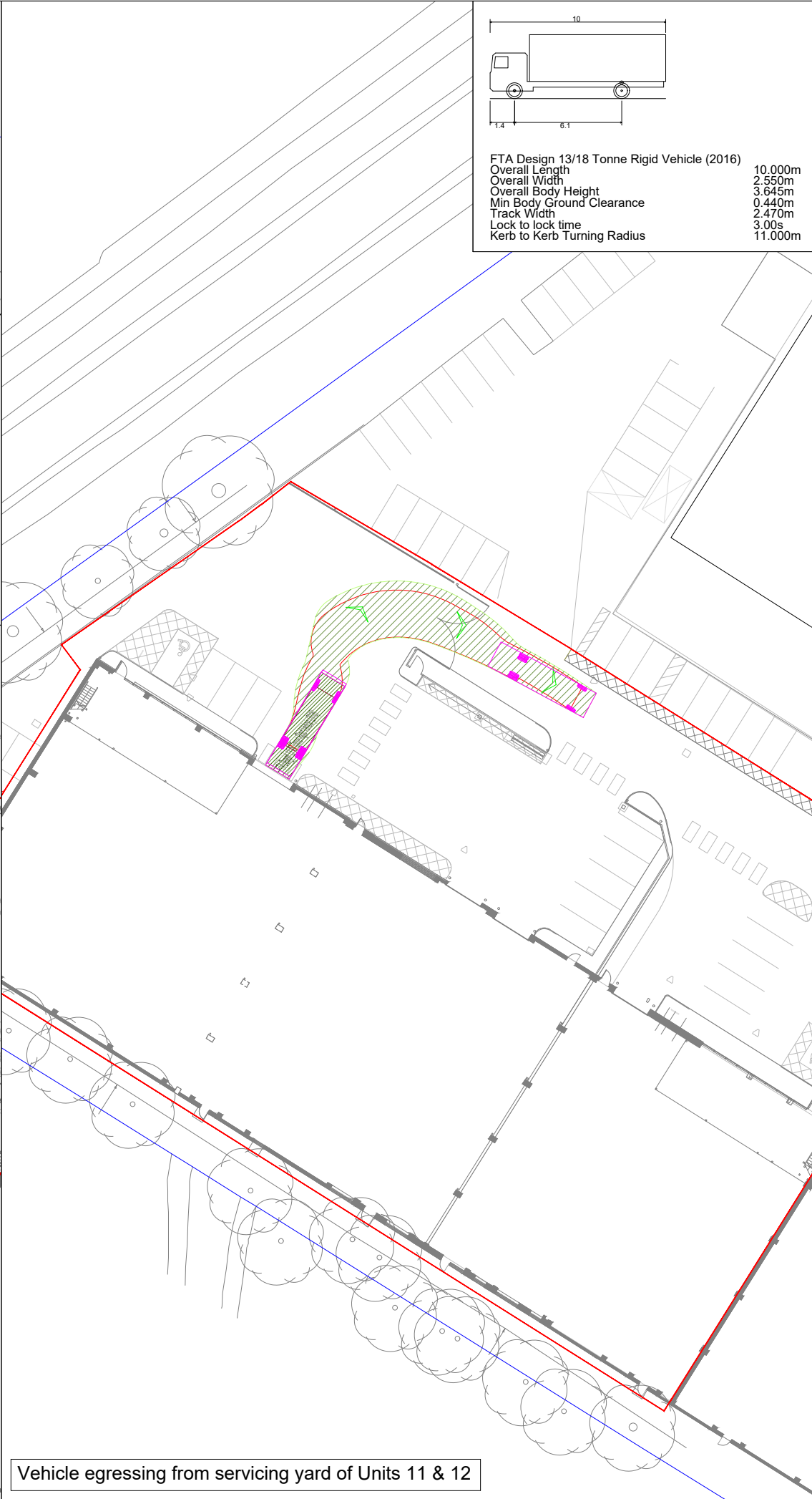
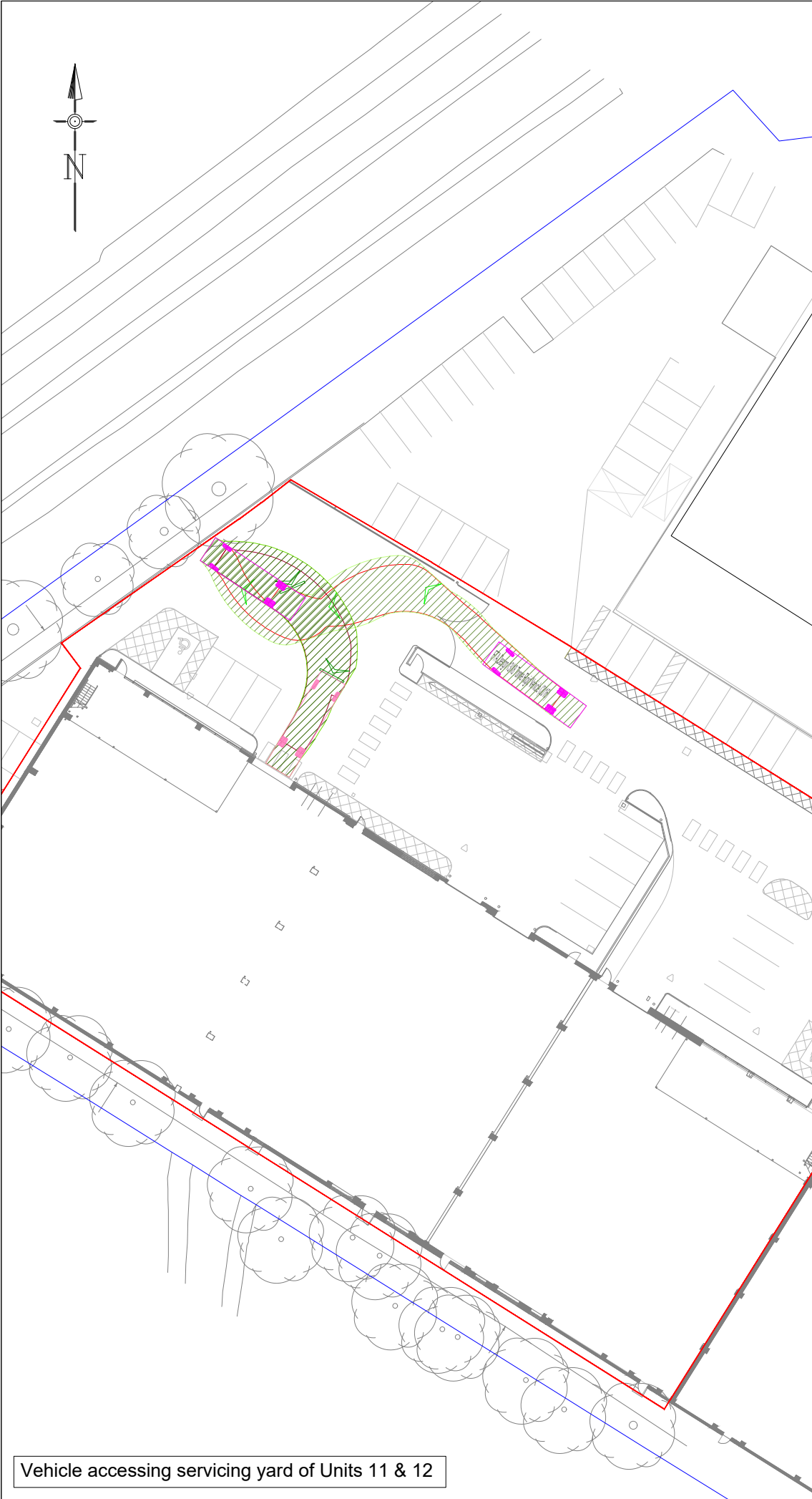
DTZ Investors

Swept Path Analysis

Rigid Truck - Unit 10

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	23/07/26	1:500	RG	S2	14592

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14592	CRH	XX	XX	DR	H	6302	P1



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Notes

- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
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S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
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Rev	Description	Date	By

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Bristol0117 916 1066

Birmingham01675 467 484

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Job Title

Rose Kiln Lane, Reading

Client

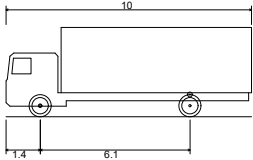
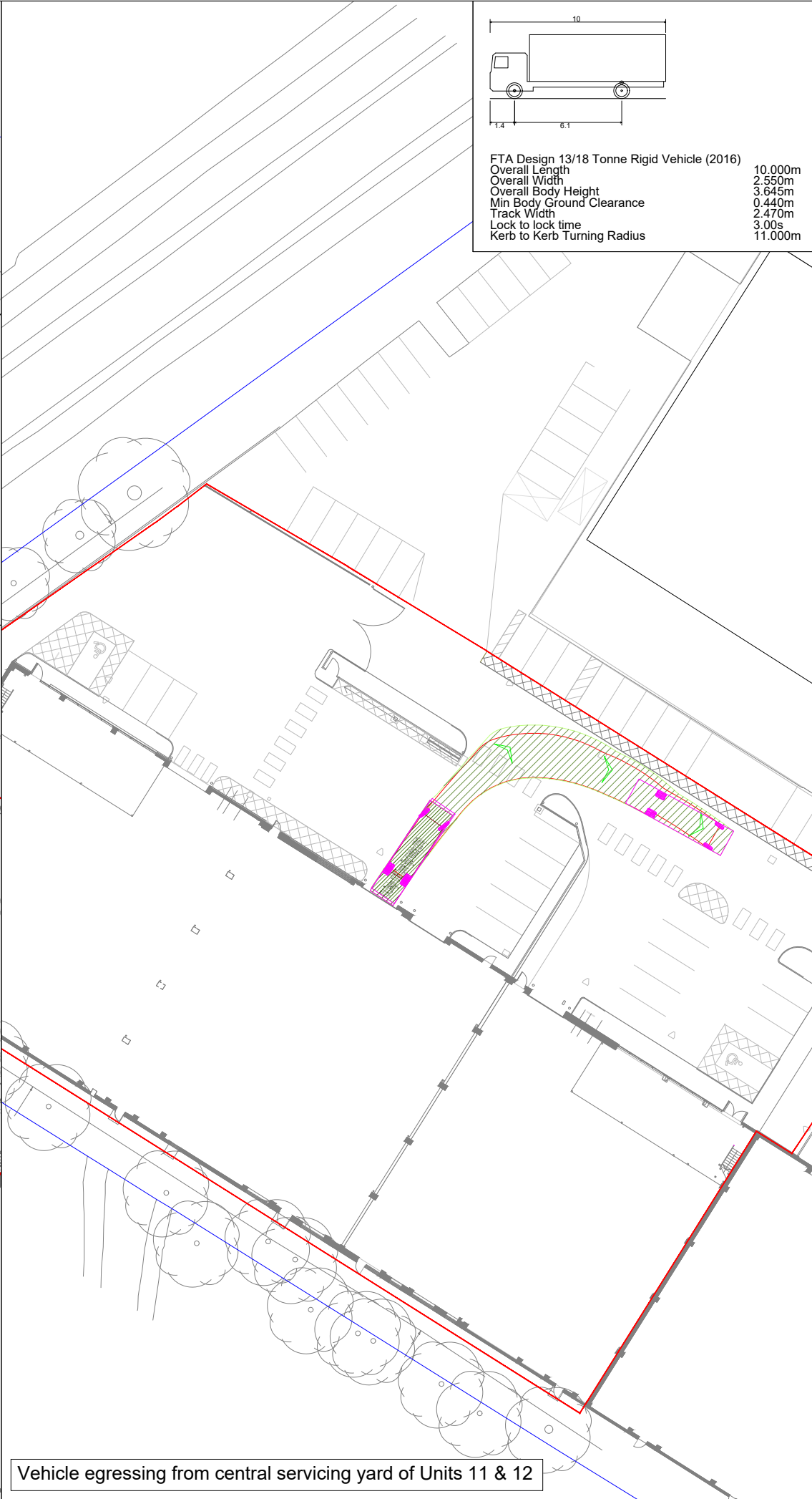
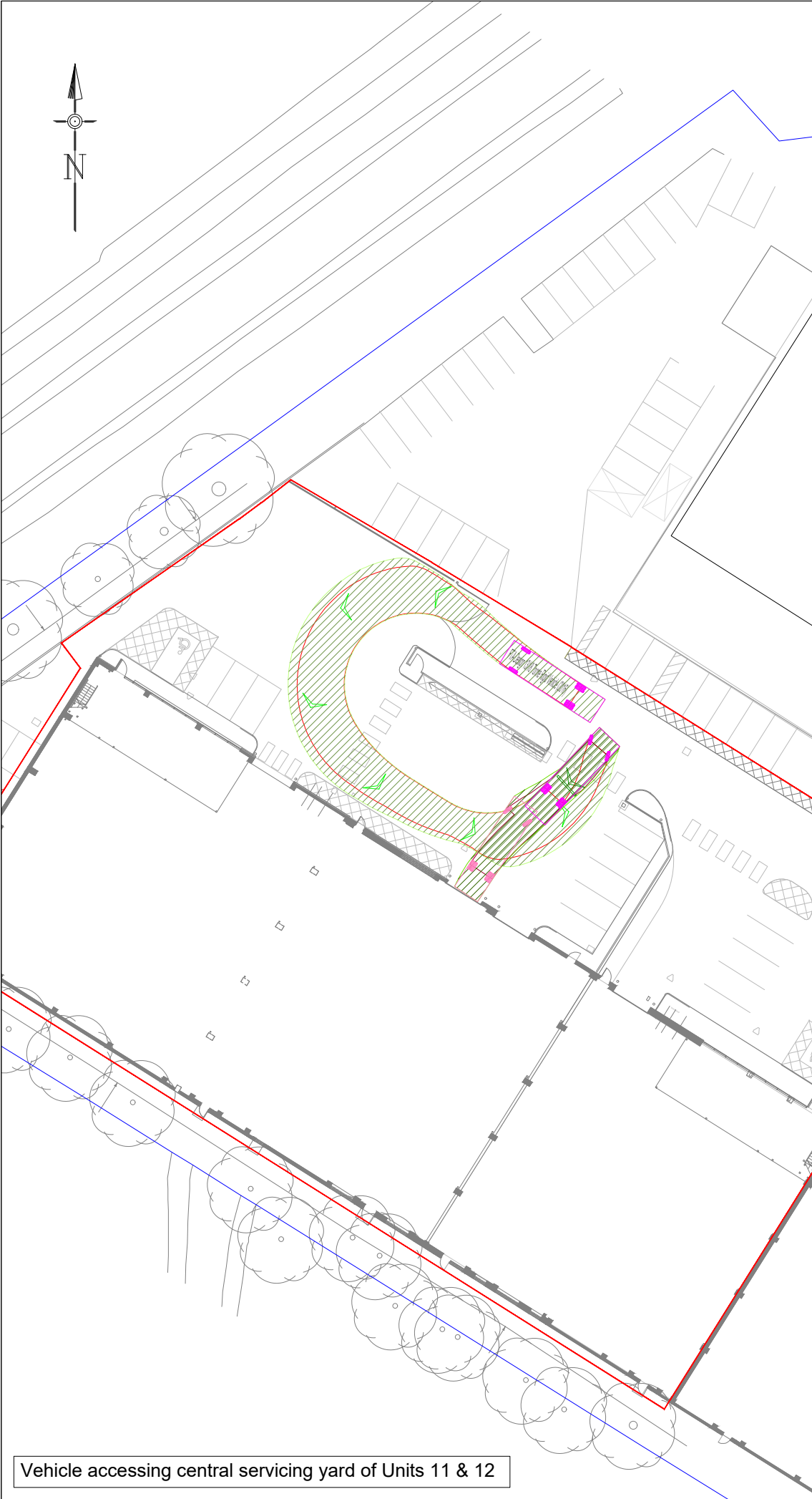
DTZ Investors

Swept Path Analysis

Rigid Truck - Units 11 & 12 West

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	23/07/26	1:500	RG	S2	14592

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14592	CRH	XX	XX	DR	H	6303	P1



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Notes

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Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
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Rev	Description	Date	By

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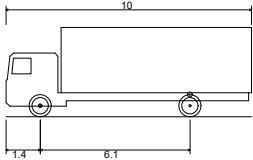
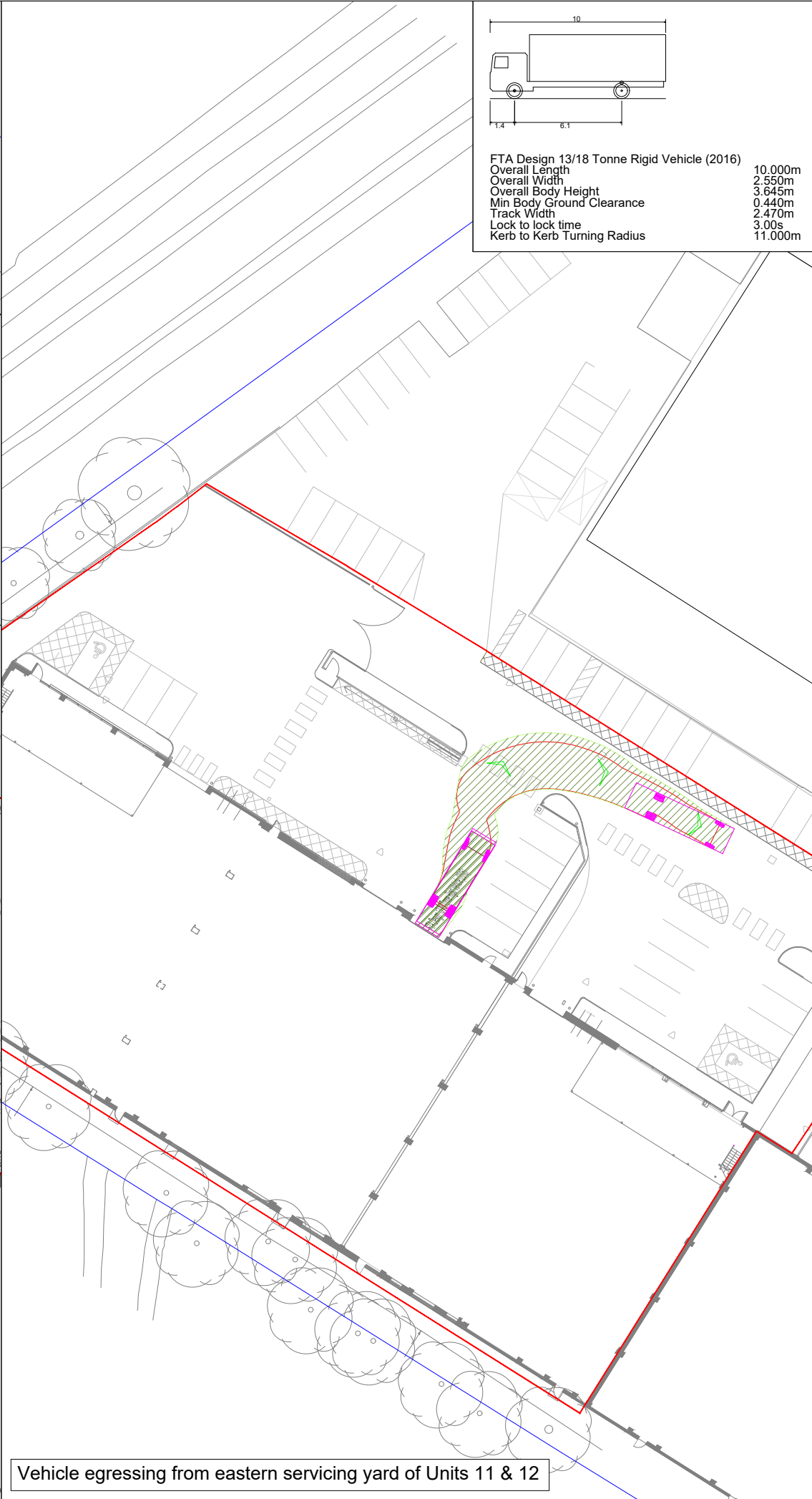
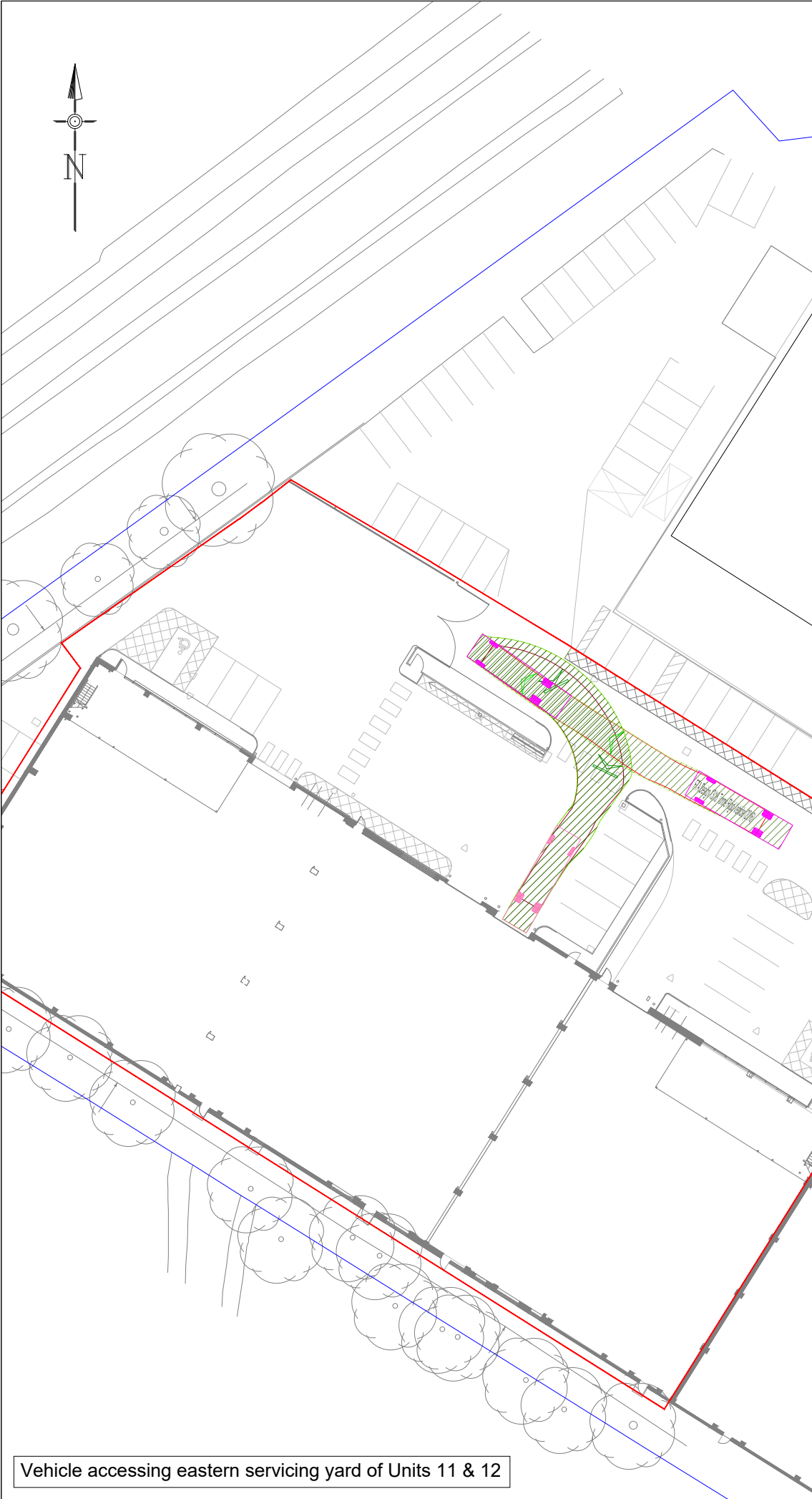
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Job Title	Rose Kiln Lane, Reading
Client	DTZ Investors

Swept Path Analysis
Rigid Truck - Units 11 & 12 Central

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	23/07/26	1:500	RG	S2	14592

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14592	CRH	XX	XX	DR	H	6304	P1



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Notes

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C: Contractual Drawings authorized and approved for stage completion Stage.
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Work in progress
S0 - Initial status
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Rev	Description	Date	By

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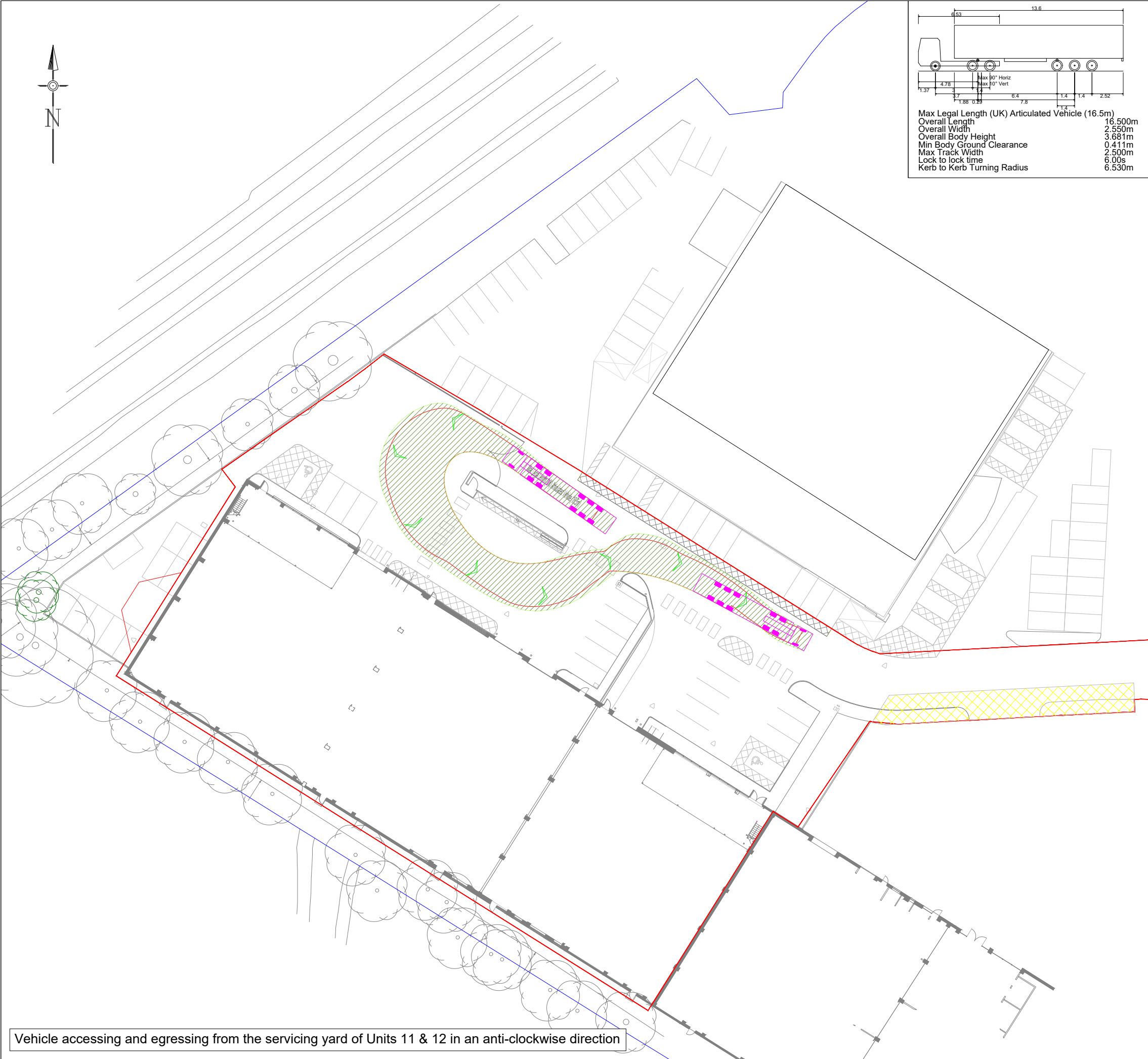
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Job Title	Rose Kiln Lane, Reading
Client	DTZ Investors

Swept Path Analysis
Rigid Truck - Units 11 & 12 East

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	23/07/26	1:500	RG	S2	14592

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14592	CRH	XX	XX	DR	H	6305	P1



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Rev	Description	Date	By

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Job Title

Rose Kiln Lane, Reading

Client

DTZ Investors

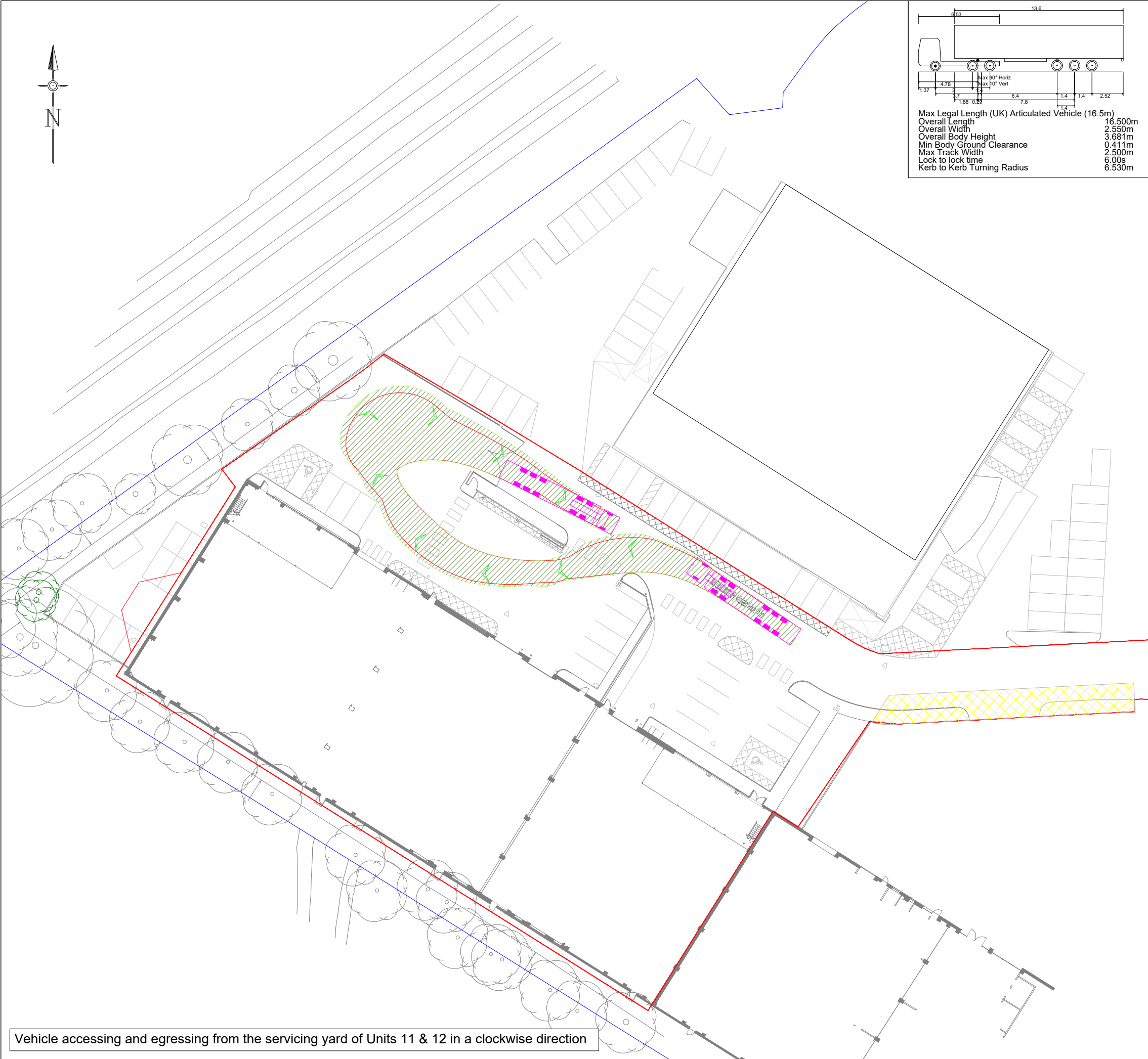
Swept Path Analysis

Articulated Lorry - Units 11 & 12

Anti-clockwise Route

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	23/07/26	1:500	RG	S2	14592

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14592	CRH	XX	XX	DR	H	6306	P1



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Rev	Description	Date	By

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Job Title

Rose Kiln Lane, Reading

Client

DTZ Investors

Swept Path Analysis

Articulated Lorry - Units 11 & 12

Clockwise Route

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	23/07/26	1:500	RG	S2	14592

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14592	CRH	XX	XX	DR	H	6307	P1



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Appendix 5

TRICS data

Audit Code: ea22fca0-fc8c-4d9f-8e1f-7f8b528cc4b2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	HC	HAMPSHIRE 1 day
	HF	HERTFORDSHIRE 1 day
	RE	READING 1 day
03	SOUTH WEST	
	BR	BRISTOL CITY 1 day
	CW	CORNWALL 1 day
	DC	DORSET 4 days
	GS	GLOUCESTERSHIRE 1 day
	PL	PLYMOUTH 1 day
04	EAST ANGLIA	
	NF	NORFOLK 3 days
	PB	PETERBOROUGH 1 day
	SF	SUFFOLK 1 day
05	EAST MIDLANDS	
	DS	DERBYSHIRE 1 day
	NM	WEST NORTHAMPTONSHIRE 1 day
06	WEST MIDLANDS	
	HE	HEREFORDSHIRE 1 day
	WK	WARWICKSHIRE 1 day
	WM	WEST MIDLANDS 1 day
	WO	WORCESTERSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 day
	RM	ROTHERHAM 1 day
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 2 days
	BB	BLACKBURN WITH DARWEN 1 day
	BP	BLACKPOOL 1 day
	EC	CHESHIRE EAST 1 day
	GM	GREATER MANCHESTER 1 day
	LC	LANCASHIRE 2 days
09	NORTH	
	CU	CUMBERLAND 1 day
	FU	WESTMORLAND & FURNESS 1 day
10	WALES	
	MT	MERTHYR TYDFIL 1 day
11	SCOTLAND	
	EB	CITY OF EDINBURGH 2 days
	ER	EAST RENFREWSHIRE 2 days
	FI	FIFE 1 day
	HI	HIGHLAND 1 day
	SR	STIRLING 1 day
12	CONNAUGHT	
	CS	SLIGO 2 days
	LT	LEITRIM 1 day
	RO	ROSCOMMON 2 days
13	MUNSTER	
	KE	KERRY 1 day
	WA	WATERFORD 1 day
14	LEINSTER	
	KK	KILKENNY 2 days
	WX	WEXFORD 1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	MG	MONAGHAN 1 day

Audit Code: ea22fca0-fc8c-4d9f-8e1f-7f8b528cc4b2

17	ULSTER (NORTHERN IRELAND)	
	AR	ARMAGH
	DE	DERRY
		1 day
		1 day

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

Audit Code: ea22fca0-fc8c-4d9f-8e1f-7f8b528cc4b2

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	150 to 67459 (units:sqm)
Range Selected by User:	150 to 67459 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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

Selected survey days:

Monday	10 days
Tuesday	11 days
Wednesday	10 days
Thursday	20 days
Friday	4 days

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

Selected survey types:

Manual count	55
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	5 days
Edge of Town	50 days

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	5 days
Commercial Zone	2 days
Development Zone	1 days
Industrial Zone	37 days
No Sub Category	7 days
Out of Town	1 days
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	3 days
Servicing vehicles Unknown	50 days

Audit Code: ea22fca0-fc8c-4d9f-8e1f-7f8b528cc4b2

Secondary Filtering Selection:

Use Class:

Not Known

55 surveys

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

Population within 500m Range:

0 - 4459

Population within 1 mile:

1,001 to 5,000	13 surveys
5,001 to 10,000	17 surveys
10,001 to 15,000	8 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	5 surveys
25,001 to 50,000	3 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

5,001 to 25,000	7 surveys
25,001 to 50,000	9 surveys
50,001 to 75,000	9 surveys
75,001 to 100,000	7 surveys
100,001 to 125,000	2 surveys
125,001 to 250,000	15 surveys
250,001 to 500,000	5 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	21 surveys
1.1 to 1.5	31 surveys
1.6 to 2.0	2 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 55 surveys

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 55 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	AC-02-C-01	BAKERY	CESHIRE WEST & CHESTER
GADBROOK PARK NORTHWICH HIGH SHURLACH Edge of Town Industrial Zone Gross floor area: 15000.00 sqm Survey date: Thursday 21/06/2007			
			Survey Type: Manual
2	AC-02-C-02	INDUSTRIAL MATERIALS	CESHIRE WEST & CHESTER
JUPITER DRIVE CHESTER CHESTER W. EMP. PARK Edge of Town Industrial Zone Gross floor area: 8100.00 sqm Survey date: Wednesday 19/11/2014			
			Survey Type: Manual
3	AR-02-C-02	EMTEK	ARMAGH
SILVERWOOD ROAD LURGAN SILVERWOOD INDUSTRIAL AREA Edge of Town Industrial Zone Gross floor area: 2980.00 sqm Survey date: Thursday 12/11/2009			
			Survey Type: Manual
4	BB-02-C-01	BREWERY	BLACKBURN WITH DARWEN
PENNY STREET BLACKBURN Edge of Town Centre Built-Up Zone Gross floor area: 34581.00 sqm Survey date: Monday 21/06/2004			
			Survey Type: Manual
5	BP-02-C-01	POWDER COATINGS	BLACKPOOL
CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Gross floor area: 1010.00 sqm Survey date: Thursday 20/06/2019			
			Survey Type: Manual
6	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
SOUTH LIBERTY LANE BRISTOL Edge of Town Industrial Zone Gross floor area: 1475.00 sqm Survey date: Tuesday 22/09/2015			
			Survey Type: Manual
7	CS-02-C-01	AV SPECIALISTS	SLIGO
RATHFINN CLOSE SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Gross floor area: 1112.00 sqm Survey date: Tuesday 28/04/2015			
			Survey Type: Manual



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8	CS-02-C-02	PHARMACEUTICAL MANUFACTURER	SLIGO
BALLYTIVNAN ROAD SLIGO BALLYTIVNAN Edge of Town Residential Zone Gross floor area: 6370.00 sqm Survey date: Wednesday 06/09/2023			
			Survey Type: Manual
9	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Gross floor area: 715.00 sqm Survey date: Friday 15/10/2021			
			Survey Type: Manual
10	CW-02-C-02	LIGHTING COMPANY	CORNWALL
NORMANDY WAY BODMIN Edge of Town Industrial Zone Gross floor area: 17675.00 sqm Survey date: Wednesday 06/06/2007			
			Survey Type: Manual
11	DC-02-C-02	NEWSPAPER HQ	DORSET
HAMPSHIRE ROAD WEYMOUTH CHICKERELL Edge of Town Industrial Zone Gross floor area: 3035.00 sqm Survey date: Tuesday 04/07/2000			
			Survey Type: Manual
12	DC-02-C-04	BREWERY	DORSET
WEYMOUTH AVENUE DORCHESTER Edge of Town Centre Built-Up Zone Gross floor area: 19857.00 sqm Survey date: Monday 09/07/2001			
			Survey Type: Manual
13	DC-02-C-05	ELECTRONICS CO.	DORSET
HAMPSHIRE ROAD WEYMOUTH GRANBY IND. ESTATE Edge of Town Industrial Zone Gross floor area: 4600.00 sqm Survey date: Thursday 11/10/2001			
			Survey Type: Manual
14	DC-02-C-07	NEW LOOK	DORSET
MERCERY ROAD WEYMOUTH Edge of Town No Sub Category Gross floor area: 5467.00 sqm Survey date: Monday 07/07/2008			
			Survey Type: Manual

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15 MCLEAN ROAD LONDONDERRY EGLINTON Edge of Town Industrial Zone Gross floor area: 1858.00 sqm Survey date: Thursday 12/11/2009	DE-02-C-01	C. LAMINATE SYS.	DERRY	Survey Type: Manual
16 STUBLEY LANE NEAR SHEFFIELD DRONFIELD Edge of Town No Sub Category Gross floor area: 23500.00 sqm Survey date: Thursday 22/06/2006	DS-02-C-01	BAKERY	DERBYSHIRE	Survey Type: Manual
17 DRYDEN ROAD EDINBURGH LOANHEAD Edge of Town Industrial Zone Gross floor area: 1200.00 sqm Survey date: Monday 16/06/2008	EB-02-C-01	BREWERY	CITY OF EDINBURGH	Survey Type: Manual
18 CALDER ROAD EDINBURGH SIGHTHILL Edge of Town Industrial Zone Gross floor area: 19805.00 sqm Survey date: Monday 25/10/2010	EB-02-C-02	FOOD PRODUCTION	CITY OF EDINBURGH	Survey Type: Manual
19 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Gross floor area: 6658.00 sqm Survey date: Monday 19/09/2016	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST	Survey Type: Manual
20 GLASGOW ROAD BARRHEAD Edge of Town No Sub Category Gross floor area: 22926.00 sqm Survey date: Thursday 11/10/2001	ER-02-C-01	PET FOODS	EAST RENFREWSHIRE	Survey Type: Manual
21 NETHERPLACE ROAD NEWTON MEARNES NETHERPLACE Edge of Town Out of Town Gross floor area: 11972.00 sqm Survey date: Wednesday 08/05/2002	ER-02-C-02	DYEWORKS	EAST RENFREWSHIRE	Survey Type: Manual

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22 DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Gross floor area: 1240.00 sqm Survey date: Thursday 20/04/2023	FI-02-C-02	GLASS SPECIALISTS	FIFE Survey Type: Manual
23 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Gross floor area: 2950.00 sqm Survey date: Tuesday 10/06/2014	FU-02-C-01	DOMINO'S PIZZA	WESTMORLAND & FURNESS Survey Type: Manual
24 GREAT DUCIE STREET MANCHESTER STRANGWAYS Edge of Town Centre Built-Up Zone Gross floor area: 33470.00 sqm Survey date: Tuesday 08/06/2004	GM-02-C-02	BREWERY	GREATER MANCHESTER Survey Type: Manual
25 ST CATHERINE STREET GLOUCESTER Edge of Town Centre Built-Up Zone Gross floor area: 6604.00 sqm Survey date: Wednesday 26/05/2004	GS-02-C-01	HEALTH PRODUCTS	GLOUCESTERSHIRE Survey Type: Manual
26 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Gross floor area: 3000.00 sqm Survey date: Thursday 16/06/2016	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE Survey Type: Manual
27 COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Gross floor area: 1880.00 sqm Survey date: Tuesday 22/10/2013	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE Survey Type: Manual
28 COCKERELL CLOSE STEVENAGE Edge of Town Industrial Zone Gross floor area: 17834.00 sqm Survey date: Wednesday 08/11/2023	HF-02-C-02	FRESH PRODUCE	HERTFORDSHIRE Survey Type: Manual

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29	HI-02-C-01	DAIRY	HIGHLAND
TOM SEMPLE ROAD NAIRN BALMAKEITH BUSINESS PK Edge of Town Industrial Zone Gross floor area: 3000.00 sqm Survey date: Wednesday 24/05/2006			
			Survey Type: Manual
30	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY
WOODLANDS ROAD KILLARNEY Edge of Town Industrial Zone Gross floor area: 600.00 sqm Survey date: Thursday 17/10/2019			
			Survey Type: Manual
31	KK-02-C-01	VEHICLE UPHOLSTERY CENTRE	KILKENNY
HEBRON IND. ESTATE KILKENNY Edge of Town Industrial Zone Gross floor area: 1772.00 sqm Survey date: Thursday 26/10/2017			
			Survey Type: Manual
32	KK-02-C-02	COOLING SYSTEMS COMPANY	KILKENNY
HEBRON ROAD KILKENNY Edge of Town Industrial Zone Gross floor area: 3572.00 sqm Survey date: Friday 04/10/2019			
			Survey Type: Manual
33	LC-02-C-02	RECYCLING CO.	LANCASHIRE
ESSEX STREET PRESTON RED SCAR IND ESTATE Edge of Town Centre Industrial Zone Gross floor area: 8000.00 sqm Survey date: Thursday 10/05/2012			
			Survey Type: Manual
34	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Gross floor area: 700.00 sqm Survey date: Thursday 21/04/2022			
			Survey Type: Manual
35	LT-02-C-01	MEDICAL PRODUCTS	LEITRIM
CASTLECARA ROAD CARRICK-ON-SHANNON DÚN RÍ Edge of Town No Sub Category Gross floor area: 5378.00 sqm Survey date: Monday 22/05/2017			
			Survey Type: Manual

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36 COOLSHANNAGH ROAD MONAGHAN COOLSHANNAGH Edge of Town Residential Zone Gross floor area: 3240.00 sqm Survey date: Wednesday 16/11/2016	MG-02-C-02	ENGINEERING COMPANY	MONAGHAN	Survey Type: Manual
37 HIGH STREET MERTHYR TYDFIL DOWLAIS Edge of Town No Sub Category Gross floor area: 15450.00 sqm Survey date: Tuesday 09/10/2007	MT-02-C-01	CONFECTIONERY	MERTHYR TYDFIL	Survey Type: Manual
38 KERRISON ROAD NORWICH Edge of Town Built-Up Zone Gross floor area: 32000.00 sqm Survey date: Thursday 16/11/2000	NF-02-C-01	INDUSTRIAL UNIT	NORFOLK	Survey Type: Manual
39 HARDWICK ROAD KINGS LYNN Edge of Town Industrial Zone Gross floor area: 43325.00 sqm Survey date: Monday 19/09/2005	NF-02-C-02	GROCERY FACTORY	NORFOLK	Survey Type: Manual
40 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Gross floor area: 260.00 sqm Survey date: Thursday 07/11/2019	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK	Survey Type: Manual
41 RHOSILI ROAD NORTHAMPTON BRACKMILLS Edge of Town Industrial Zone Gross floor area: 11500.00 sqm Survey date: Thursday 27/11/2008	NM-02-C-01	PAPER COMPANY	WEST NORTHAMPTONSHIRE	Survey Type: Manual
42 WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1500.00 sqm Survey date: Thursday 29/06/2023	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE	Survey Type: Manual

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43 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Gross floor area: 1772.00 sqm Survey date: Thursday 29/09/2022	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH Survey Type: Manual
44 PLYMBRIDGE ROAD PLYMOUTH ESTOVER Edge of Town Industrial Zone Gross floor area: 20000.00 sqm Survey date: Tuesday 17/07/2012	PL-02-C-01	TUBE MANUFACTURE	PLYMOUTH Survey Type: Manual
45 COMMERCIAL ROAD READING Edge of Town Industrial Zone Gross floor area: 645.00 sqm Survey date: Thursday 22/11/2012	RE-02-C-01	SHEET METAL FABRICATION	READING Survey Type: Manual
46 SYCAMORE ROAD ROTHERHAM Edge of Town Industrial Zone Gross floor area: 3210.00 sqm Survey date: Monday 14/04/2025	RM-02-C-01	PRODUCTS MANUFACTURER	ROTHERHAM Survey Type: Manual
47 N66 ATHLONE Edge of Town No Sub Category Gross floor area: 11250.00 sqm Survey date: Wednesday 24/09/2014	RO-02-C-01	PHARMACEUTICAL SUPPLIES	ROSCOMMON Survey Type: Manual
48 MOYDRUM ROAD ATHLONE Edge of Town Industrial Zone Gross floor area: 5600.00 sqm Survey date: Friday 26/09/2014	RO-02-C-02	METAL COMPANY	ROSCOMMON Survey Type: Manual
49 ANSON ROAD IPSWICH MARTLESHAM HEATH Edge of Town Industrial Zone Gross floor area: 1100.00 sqm Survey date: Friday 12/07/2013	SF-02-C-01	JOINERY	SUFFOLK Survey Type: Manual

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50 BORROWMEADOW ROAD STIRLING Edge of Town Industrial Zone Gross floor area: 2350.00 sqm Survey date: Monday 16/06/2014	SR-02-C-01	SPECIALIST MODEL MAKING	STIRLING	Survey Type: Manual
51 MAYPARK LANE WATERFORD Edge of Town No Sub Category Gross floor area: 2800.00 sqm Survey date: Tuesday 18/11/2008	WA-02-C-01	FOODS COMPANY	WATERFORD	Survey Type: Manual
52 CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Gross floor area: 9216.00 sqm Survey date: Wednesday 10/11/2021	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE	Survey Type: Manual
53 DOWNING STREET SMETHWICK Edge of Town Industrial Zone Gross floor area: 5070.00 sqm Survey date: Tuesday 06/11/2012	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS	Survey Type: Manual
54 FREDERICK ROAD KIDDERMINSTER Edge of Town Industrial Zone Gross floor area: 1200.00 sqm Survey date: Tuesday 03/06/2025	WO-02-C-01	INDUSTRIAL UNIT	WORCESTERSHIRE	Survey Type: Manual
55 CLONARD ROAD WEXFORD WHITEMILL Edge of Town Industrial Zone Gross floor area: 2466.00 sqm Survey date: Thursday 20/04/2023	WX-02-C-01	WHOLESALE BAKERY	WEXFORD	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15-10-2020	Covid
EC-02-C-02	07-05-2021	Covid
GS-02-C-02	23-04-2021	Covid
HE-02-C-01	14-10-2010	Removed: Site re-surveyed by HE-02-C-02
LC-02-C-05	30-06-2021	Covid
MA-02-C-01	09-10-2020	Covid
MG-02-C-01	04-12-2012	Removed: Site re-surveyed by MG-02-C-02
MG-02-C-03	12-10-2021	Covid

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Site Ref	Survey Date	Reason for Deselection
VG-02-C-01	06-05-2021	Covid

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	8	5493	0.086	0.007	0.093
06:00-07:00	11	6406	0.204	0.105	0.309
07:00-08:00	55	8615	0.327	0.067	0.394
08:00-09:00	55	8615	0.327	0.080	0.407
09:00-10:00	55	8615	0.137	0.077	0.214
10:00-11:00	55	8615	0.100	0.093	0.193
11:00-12:00	55	8615	0.083	0.081	0.164
12:00-13:00	55	8615	0.099	0.124	0.223
13:00-14:00	55	8615	0.174	0.139	0.313
14:00-15:00	55	8615	0.123	0.163	0.286
15:00-16:00	55	8615	0.106	0.163	0.269
16:00-17:00	55	8615	0.063	0.321	0.384
17:00-18:00	55	8615	0.050	0.275	0.325
18:00-19:00	54	8752	0.039	0.105	0.144
19:00-20:00	10	7884	0.022	0.051	0.073
20:00-21:00	10	7884	0.010	0.028	0.038
21:00-22:00	2	17449	0.009	0.006	0.015
22:00-23:00	1	11972	0.184	0.008	0.192
23:00-00:00					
Total Rates:			2.143	1.893	4.036

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:	150 - 67459 (units: sqm)
Survey date date range:	04/07/2000 - 03/06/2025
Number of weekdays (Monday-Friday):	55
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

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