



Proposed Commercial Development
Building 810, Winnersh Triangle Business
Park, Eskdale Road, Winnersh, RG41 5TS

Transport Statement

For

Winnersh Midco S.A.R.L

Document Control Sheet

Proposed Commercial Development

Building 810, Winnersh Triangle Business Park, Eskdale Road, Winnersh, RG41 5TS

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This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion is instructed by Winnersh Midco S.A.R.L. (the Applicant) to prepare this Transport Statement (TS) in relation to the introduction of a replacement commercial unit within Plot 810 of the Winnersh Triangle Business Park, Eskdale Road, RG41 5TS ("the Site"). The location of the Site is illustrated on **Figure 1.1**.



Figure 1.1 - Site Location

- 1.2 This Transport Statement has been prepared to accompany a planning application for the redevelopment of Building 810 within the Winnersh Triangle Business Park to provide a single replacement building accommodating up to 5,235 sqm GIA for commercial use (light industry/research and development and tech). The proposals are for:

"Demolition of existing buildings and erection of a replacement building for flexible use within use classes E(g), B2 and/or B8, together with access, parking, landscaping and associated works."

- 1.3 Following this introduction, this Transport Statement is split into 6 sections as follows:

Section 2 outlines the transport planning policies that are considered to be relevant to this application;

Section 3 sets out the existing use of the Site and description of the surrounding area and highway network;

Section 4 provides an overview of the Proposed Development and details of the proposed access, parking and servicing arrangements;

Section 5 assesses the trip generating potential of the Proposed Development and the impacts this is likely to have;

Section 6 details the accompanying Framework Travel Plan, draft Delivery and Servicing Plan and Framework Construction Method Statement; and

Section 7 summarises the key findings and conclusions of this report.

NPPF - Vision-led approach

- 1.4 This Transport Statement has been prepared in accordance with current policy set out in the recent NPPF document published in December 2024. The transport infrastructure for the proposed development has been considered at the earliest stage of the scheme development to ensure appropriate highway connections and pedestrian routes are established.
- 1.5 The proposed highway infrastructure seeks to create new connections which will offer safe pedestrian and cycle movement to and from the site which will link to existing infrastructure. Any transport related mitigation will include an anticipated shift in travel modes due to improved measures for sustainable transport for future occupiers.

2.0 Transport Policy

Overview

- 2.1 The key policy documents which set the context for the development proposals are as follows:

National Planning Policy Framework (July 2021); and,

Wokingham Borough Council Local Development Plan Documents

National Planning Policy Framework (NPPF)

- 2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.4 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

- 2.5 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 105 states 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."

- 2.6 Off-street parking provision is referred to by Paragraph 107, which says that:

In setting local parking standards for development, local planning authorities should take into account:

a) The accessibility of the development;

b) the type, mix and use of the development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.7 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and;*
- d) 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."*

A footnote to sub paragraph c states:

"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."

2.9 Paragraph 111 says that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.10 Paragraph 112 states:

Within this context, applications for development 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 access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and, e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.11 Paragraph 113 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Policy Guidance (NPPG)

2.12 The National Planning Practice Guidance (NPPG) supplements the NPPF and provides detailed advice with regards to transport assessments and statements, as well as travel planning. The guidance states that these documents *"are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement."*

2.13 This continues to state that Travel Plans *"are long-term management strategies for integrating proposals for sustainable travel into the planning process"* and that Travel Plans *"should where possible, be considered parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation"*.

2.14 Transport Statements *"primarily focus on evaluating the potential transport impacts of a development proposal"* and *"can be used to establish whether the residential transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework"*.

Wokingham Borough Council Local Development Plan Documents

2.15 Planning applications in Wokingham are currently assessed against the policies contained within the Core Strategy, adopted in January 2010 and the Managing Development Delivery Local Plan, adopted in February 2014. A summary of the relevant transport policies is as follows:

Policy CP3: General Principles for Development – Planning permission will be granted for proposals that provide a functional, accessible, safe, secure and adaptable scheme.

Policy CP6: Managing Travel Demand - Planning permission will be granted for schemes that:

- ▶ Provide for sustainable forms of transport to allow choice;
- ▶ Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
- ▶ Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;
- ▶ Provide appropriate vehicular parking, having regard to car ownership;
- ▶ Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
- ▶ Enhance road safety; and
- ▶ Do not cause highway problems or lead to traffic related environmental problems.

Policy CP15: Employment Development - All proposals for employment development (including offices in line with Policies CP13 and CP14) will include mitigation commensurate with the impact of the development on the demand for housing, labour, skills, traffic and highways.

Policy CC01: Presumption in Favour of Sustainable Development - Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- ▶ Any adverse impacts of planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (NPPF) taken as a whole; or
- ▶ Specific policies in the National Planning Policy Framework indicate that development should be restricted.

Policy CC07: Parking - Planning permission will only be granted where the proposal demonstrates the following:

- ▶ How the proposed parking provision meets the standards set out in Appendix 2 of the MDD
- ▶ That the new scheme retains an appropriate overall level of off-street parking.

2.16 The relevant parking standards from the Parking Standards Study Report Consultation Document are reproduced below in **Table 2.1**.

Use Class	Car Parking Allocation	Cycle Parking Allocation	PTW Parking	Disabled Parking
B1 (potentially within Class E)	Up to 250m ² = 1 space per 25m ² Above 250m ² = 1 space per additional 50m ²	1 long term space per 150m ²	1 space per 20 car parking spaces (up to 100 car parking spaces)	1-50 spaces - 2 bays + 3% 51-200 spaces - 3 bays +3%
B2	Up to 250m ² = 1 space per 25m ² Above 250m ² = 1 space per additional 50m ²	1 long term space per 200m ²	1 space per 20 car parking spaces (up to 100 car parking spaces)	1-50 spaces - 2 bays + 3% 51-200 spaces - 3 bays +3%
B8	Up to 250m ² = 1 space per 25m ² Above 250m ² = 1 space per additional 200m ²	1 long term space per 200m ²	1 space per 20 car parking spaces (up to 100 car parking spaces)	1-50 spaces - 2 bays + 3% 51-200 spaces - 3 bays +3%

Table 2.1 – WBC Parking Standards

Summary

2.17 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating safe access.

3.0 Baseline Conditions

Overview

- 3.1 So that the context of the Site can be established, a detailed review of the study area has been undertaken. This section provides a summary of this review and refers to the location of the Site and baseline traffic conditions. It also provides an overview of the accessibility of the Site by a variety of modes of transport and includes a review of road collision records.

Site Details

- 3.2 The Application Site (Building 810 plot) is currently occupied by a light industry/business park-use constituting a floor area of approximately 7,000 sqm GEA. The Building 810 site has three accesses off Eskdale Road, two to the west of the plot and one to the north. The proposed baseline local traffic network is presented on Figure 3.1.



Figure 3.1 - Building 810 and local network.

Local Highway Network

- 3.3 The sites connect to the local highway network via Eskdale Road to the west and north of the site. The road is a single carriageway road with two lanes which connects to a roundabout to the south of the site, where Eskdale Road connects to Wharfdale Road. Wharfdale Road in turn provides connection to the A329(M) which to the east connects to the M4 for access to the strategic road network. The location of the site in relation to the wider highway network is illustrated on Figure 3.2.

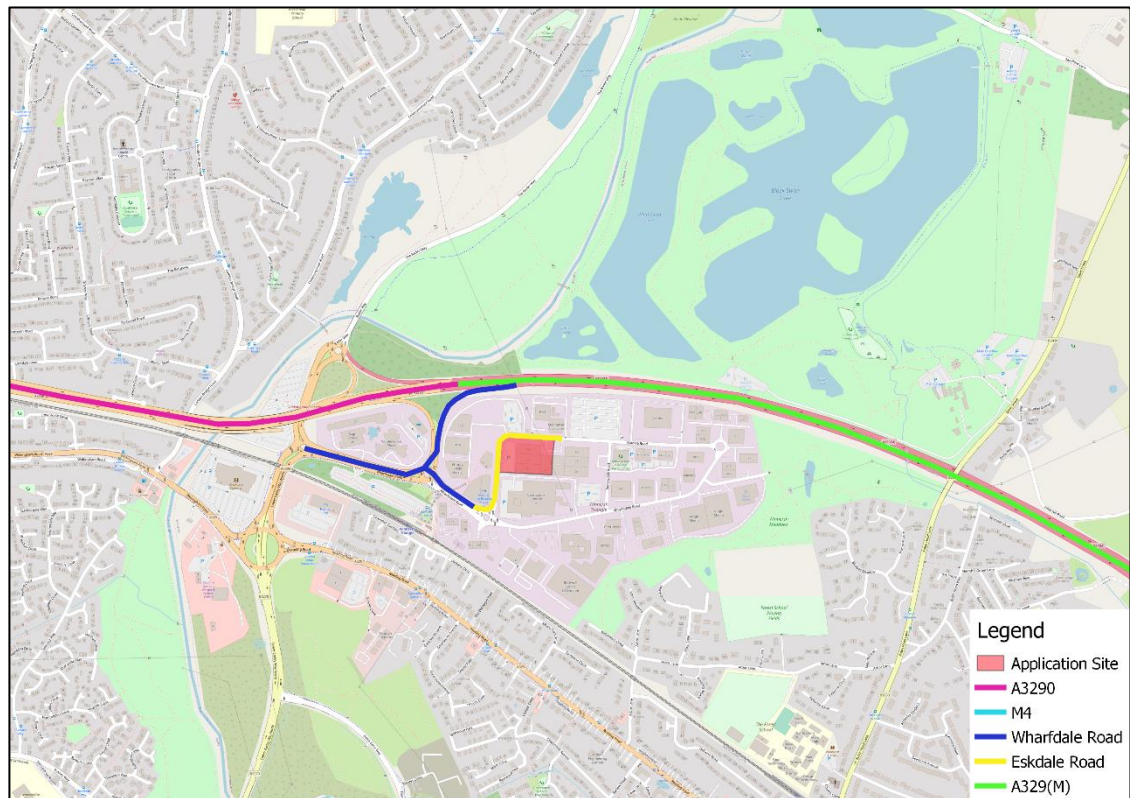


Figure 3.2 - Wider Highway Network

Road Safety Analysis

- 3.4 A review of the road safety within the vicinity of the site has been undertaken using Crashmap. Data for the previous 5 years (2018-2023) has been used within 50 metres of the site access points of the application plots, no accidents were identified within the study area on Eskdale Road.

Sustainable Transport Network

- 3.5 It is generally accepted that walking and cycling provide important alternative modes of transport to the private car for journeys and should also be encouraged to form part of longer journeys via public transport.
- 3.6 The Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is advised that:

Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);

The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,

Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (Planning for Walking, 2015).

- 3.7 In addition to the above, Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise

that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS suggests that walking can be used to access a variety of destinations within a range of two kilometres.

- 3.8 Having regard to the above, it is considered that the Application Site has good accessibility by foot and bicycle as well as by public transport. Details on each of these sustainable modes of travel are set out below.

Accessibility by Foot

- 3.9 The GIS software TRACC has been used to plot walk catchments up to a distance of two kilometres. These are illustrated at **Appendix A** and demonstrate that a range of facilities are accessible.
- 3.10 Eskdale Road provides a suitable environment for pedestrians, being subject to low vehicle speeds and having street lighting along its course. Footways are provided on both sides of all roads within Winnersh Business Park and tactile paving is provided at crossing points close to the proposed development site.

Accessibility by Cycle

- 3.11 The GIS software TRACC has been used to plot cycle catchments up to a distance of five kilometres. These are illustrated in **Appendix B** and demonstrate that both Winnersh Triangle and Earley stations are accessible alongside a wide range of services including supermarkets.
- 3.12 Wokingham's Cycle Map (included at **Appendix C**) indicates that there are off carriageway routes connecting to Wharfdale Road. This road is considered suitable for cyclists, providing a links to the local cycle network.

Travel by Public Transport

- 3.13 The nearest bus stops are located on Wharfdale Road, approximately 280 metres walk south of the Site. This bus stop is served by 500 park and ride. The details of this local bus service are provided in Table 3.1;

	Route	Approximate Frequency		
		Weekday	Saturday	Sunday
P&R 500	Minster Street – St Marys Butts – Friar Street – Market place – Winnersh Triangle Park and Ride	4 Per hour	4 Per hour	No Service

Table 3.1: Local Bus Services

- 3.14 The nearest railway station to the site is Winnersh Triangle, located approximately 280 metres south of the site, which equates to a five-minute walk. A summary of the rail services is provided in Table 3.2.

Service	Destinations Served	Approximate Frequency		
		Weekday	Saturday	Sunday
London Waterloo	Reading – Earley – Winnersh Triangle – Winnersh – Wokingham – Bracknell – Martins Heron – Ascot – Sunningdale – Longcross – Virginia Water – Egham – Staines – Feltham – Twickenham – Richmond – Clapham Junction – London Waterloo	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 3.2: Local Rail Services

- 3.15 Winnersh Triangle Railway Station has 491 car parking spaces and dedicated bike storing spaces with CCTV in operation to maximise security.

Public Transport Accessibility Index

- 3.16 The Accessibility Index (AI) of the site is determined based on the distance from the main building entrance to each nearby public transport node, the type(s) of public transport serving each node (i.e. bus, rail, tram), and the average number of services stopping at that node per hour during the operating hours of the building the subject of the Travel Plan on a typical day.
- 3.17 The bus and rail services described above have been used to calculate the AI for the site, which is 5.83. The full calculation is shown at **Appendix D**.

Local Amenities

- 3.18 Facilities located within 500m of the site are contained in Table 3.3.

Amenities	Distance
WH Smith store	120m
Gather and Gather Cafe	150m
ATM cashpoint (within Building 1000)	150m
Monty's Bar Lounge and Terrace	135m
Winnersh Business Park Sportshub	310m

Table 3.3 – Amenities within 500m of the site

Summary

- 3.19 Based on the analysis set out above, it is considered that the location of the Site meets the requirements of paragraph 105 of the NPPF with regards to offering a genuine choice of transport modes.

4.0 Proposed Development

Overview

- 4.1 The following text outlines details of the development proposal and summarises how it will be accessed along with providing details of the associated parking and servicing strategies.

Development Proposal

- 4.2 The Application Site is currently occupied by a large building with ancillary offices occupied by commercial/industrial uses and it is proposed these existing buildings be demolished and for these to be replaced to accommodate commercial use (light industry/research and development/tech uses).
- 4.3 This planning application seeks permission for the construction of a single building totalling up to 5,235 sqm GIA. An extract of the proposed site layout plan is provided in Figure 4.1 with the full layout in **Appendix E**.

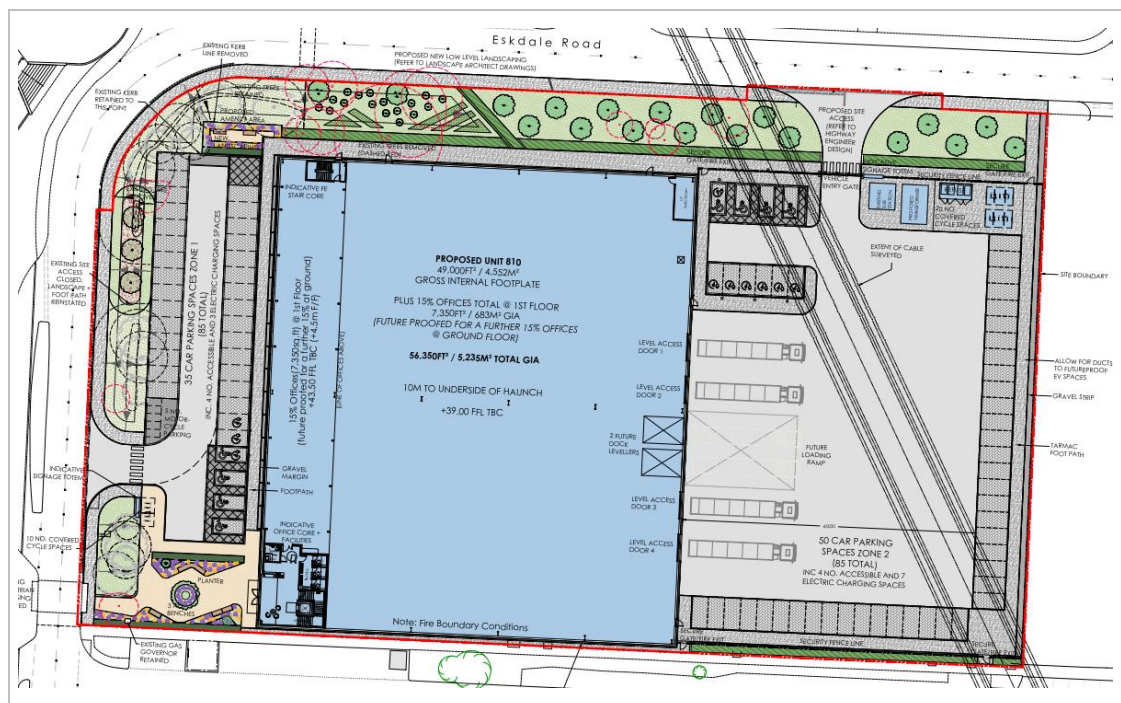


Figure 4.1 - Proposed site layout (extract)

Vehicular Access

- 4.4 Under the existing arrangements, Building 810 site has three dedicated vehicular access points from Eskdale Road. One to the north and two to the west of the site. As part of the site redevelopment, it is proposed to retain two of these and close off the northern-most car park access on the western side of the site.
- 4.5 The revised scheme will provide one vehicular access to the west of the Building 810 site, and will serve the car park whilst the vehicular access onto Eskdale Road from the north will be used for servicing vehicles up to 16.5m long. The service access will be provided with a security gate, this will be set back an appropriate distance for the largest vehicle expected to pass through the gate to wait fully without encroaching on the public highway.

- 4.6 Eskdale Road has a 30 miles per hour speed limit along its course, therefore visibility splays of 2.4 by 43 metres have been confirmed. The visibility splays for the two access points can be seen within **Appendix F**.

Car/Motorbike Parking Arrangements

- 4.7 The application site will be provided with 85 no. dedicated parking spaces for cars and a further 5 for motorcycles. The application site will have 8 disabled parking spaces, as per Wokingham's standard of 2 accessible bays + 3%.
- 4.8 The parking ratio of 1:78 as agreed at the Winnersh Triangle Series 1100/1040 site (opposite the Building 810 site) has been used as the basis to calculate the parking demand for the development but adapted to reflect a balance between the WBC standards.
- 4.9 Applying the WBC standards to the predicted development of 5,235 sqm, the car parking requirement will be 110 spaces (all types). Applying the 1:78 parking ratio adopted for the Winnersh Triangle Series 1100/1040 site, this gives 67 spaces. The development proposals for 85 spaces lies between those values. The reduction from the WBC standard is justified by the site being located close to good public transport services, (rail and bus) and the Winnersh Business Park adopting a site-wide travel plan to encourage travel to/from the estate by sustainable transport.
- 4.10 There will be a provision of 5 Motorcycle parking spaces in front of the building. 35 of the car parking spaces and the motorcycle parking spaces will be accessed from the western access point whilst the other 50 car parking spaces will be accessed from the northern access point onto Eskdale Road.
- 4.11 The location of the proposed parking for the site is presented on Figure 4.2 and also summarised in the Car Parking Management Plan for the site is provided in **Appendix G**.

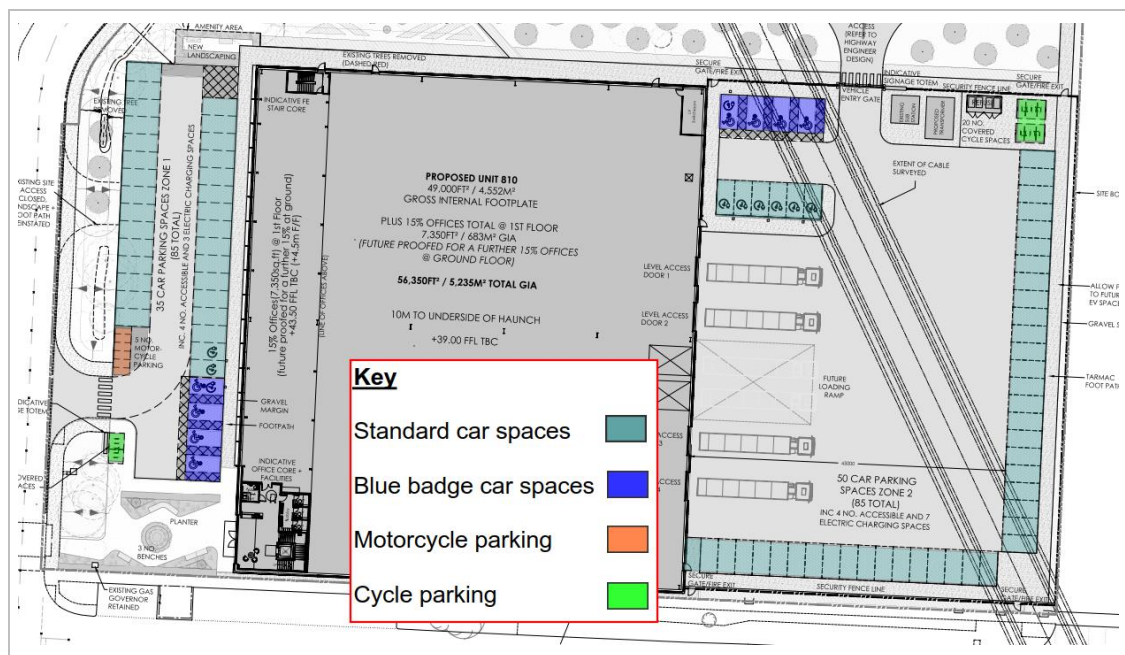


Figure 4.2 – Development Parking locations

Electric Vehicle Charging Strategy

- 4.12 The development proposals will have ten 'active' electric vehicle charging spaces on opening. A plan denoting the locations of the active and passive electric vehicle charging spaces is provided in the Car Parking Management Report provided in Appendix G. The use of the active electric vehicle charging

spaces will be monitored and if there is sufficient demand then further electric vehicle charging can be created.

Cycle Parking

- 4.13 Cycle parking will be provided at the Building 810 site. There will be 30 cycle parking spaces provided in the form of Sheffield stands at two locations around the site (10 spaces at the front of the building and 20 spaces at the rear). This is in excess of Wokingham cycle parking standards which require 26 cycle parking spaces. All 30 of the cycle parking spaces will be sheltered and secure.

Servicing and Deliveries

- 4.14 The typical servicing demands for the commercial development generally involve the delivery of goods (inbound and outbound). Other servicing demands relate to regular refuse collection vehicles. The expected breakdown of servicing demands is as follows:
- ▶ 7-8m panel vans for general deliveries;
 - ▶ 10m HGV rigid vehicle – larger deliveries;
 - ▶ 16.5m articulated vehicle – logistics deliveries; and
 - ▶ 12m Refuse collection.
- 4.15 The predicted demands (worst-case) based on logistics occupier (from TRICS data presented in Section 5.0) are presented on Table 4.1:

Proposed – 5,235 sqm	AM Peak Vehicle Trips per hour			PM Peak Vehicle Trips per hour			Daily Vehicle Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
LGVs (7 & 8m vans)	2	2	4	1	0	1	26	22	48
HGVs (10m, RCV & 16.5m lorries)	4	2	6	2	3	5	55	59	114
TOTAL	6	4	10	3	3	6	81	81	162

Table 4.1 – Service vehicle Trips In/Out of Proposed Development – TRICS – B8 Logistics/Warehouse (worst-case)

- 4.16 Deliveries and servicing operations for the proposed commercial use will take place within the site and all service vehicles will access the application site from the northern access point of Eskdale Road. A series of swept path analysis of the vehicles outlined above have been performed to demonstrate that a vehicle can enter turn and egress from the application site in a forward gear. A draft Delivery and Servicing Plan has been prepared and includes swept path analysis plots of vehicle movements into and out of the site as presented in **Appendix H**.

Waste Collection Strategy

- 4.17 The proposed development will be provided with a dedicated refuse storage area to store 1,100 litre Eurobins for both general waste and recyclable waste. Refuse will be collected by the dedicated collection day and will be collected by the appointed waste collection contractor. Refuse vehicles will turn within the servicing area for the building. A swept path analysis demonstrating this manoeuvre can be seen within the draft Delivery and Servicing Plan. The proposed refuse bin storage areas are identified on Figure 4.3.

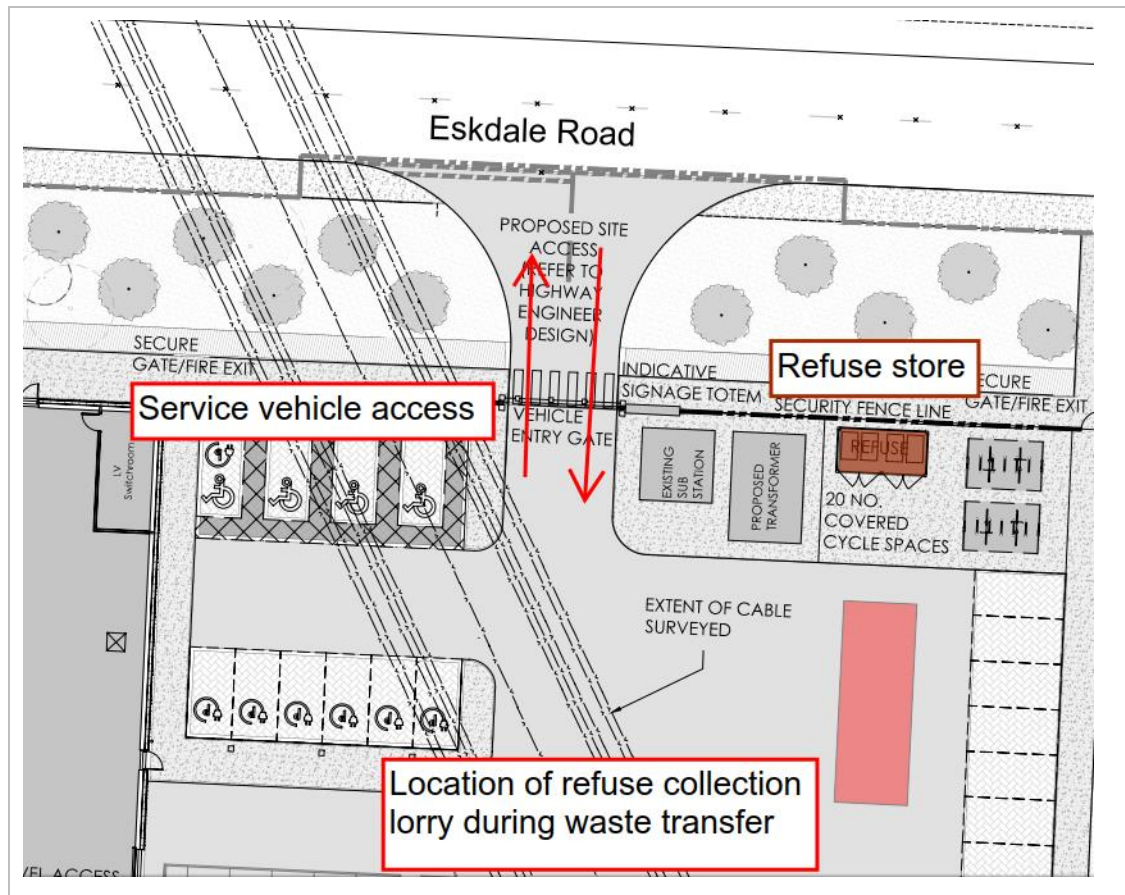


Figure 4.3: Refuse storage/collection details – New commercial use (Building 810 site)

5.0 Trip Analysis and Parking Demand

Overview

- 5.1 The TRICS database has been used to assess the current trip generating potential of the industry on the Building 810 site and compare this to the proposed flexible use.
- 5.2 This section outlines the trip generating potential of the current business park use and proposed flexible use development across the entire day.

Current Building 810 Trip Generation

- 5.3 TRICS (Version 7.11.4) has been used to assess the trip generating potential of Building 810 in its current use class, assuming a 5,100 sqm GEA Business Park use. The following parameters have been used for the TRICS assessment:

Main Use Class – 02 Employment

Sub Land Use – Business Park

Regions – All Regions in England excluding Greater London

Location – Suburban Area & Edge of Town

Parameter Range – 975 – 6000 sqm

The TRICS output is provided in **Appendix I** with the peak rates summarised in Table 5.1 with details of the trip generating potential of the current development on Building 810:

Time Period (Weekdays)	Vehicle Trip Rate (per 100sqm)			Vehicle Trips (assumes 5,100sqm)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
08:00-09:00	1.023	0.156	1.179	52	8	60
17:00-18:00	0.178	0.861	1.039	9	44	53
Daily Total	4.182	4.244	8.426	213	216	429

Table 5.1 - Current trip generation potential – Existing Building 810 (5,100 sqm)

- 5.4 Table 5.1 demonstrates that the current development is likely to generate 62 vehicle movements in the AM peak and 53 in the PM peak period. Across the day the current development is likely to generate 429 vehicle movements a day.

Proposed Commercial trip Generation

- 5.5 The application is for a Class E/B2 and B8 uses and will cover a range of potential business. The trip generation analysis for the proposed scheme will be carried out using the TRICS data, based on the following assumptions:

Class E use

- 5.6 Class E land use covers a broad range of business and is similar to a typical Business Park use, similar to the existing arrangement. To estimate the expected trip demands for a Class E, it is assumed the same trip rates for the existing analysis is adopted (as presented in Table 5.1). The predicted Class E use demands are presented in Table 5.2.

Time Period (Weekdays)	Vehicle Trips (assumes 5,235 sqm)			Predicted change from existing use		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
08:00-09:00	54	8	62	+2	-	+2
17:00-18:00	9	45	54	-	+1	+1
Daily Total	219	222	430	+6	+6	+12

Table 5.2 - Proposed trip generation potential and change in demand compared with existing – Class E use (5,235 sqm)

- 5.7 Table 5.2 demonstrates that a Class E use within the proposed development is likely to generate 62 vehicle movements in the AM peak and 54 in the PM peak period. Across the day the current development is likely to generate 441 vehicle movements a day. The change represents a very slight increase in demands and will have little or no impact on the local highway and transport infrastructure.

B2 use – General Industrial use

- 5.8 The same TRICS database has been used to assess the trip generating potential of Building 810 in its current use class, assuming a 5,100 sqm GEA Business Park use. The following parameters have been used for the TRICS assessment:

Main Use Class – 02 Employment

Sub Land Use – Industrial Unit

Regions – All Regions in England excluding Greater London

Location – Suburban Area & Edge of Town

Parameter Range – 1,500 – 50,000 sqm

The TRICS output is provided in **Appendix J** with the peak rates summarised in Table 5.3 with details of the trip generating potential of the proposed development based on an Industrial use for the application site:

Time Period (Weekdays)	Vehicle Trip Rate (per 100sqm)			Vehicle Trips (assumes 5,235sqm)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
08:00-09:00	0.261	0.087	0.243	14	7	21
17:00-18:00	0.061	0.061	0.122	3	3	6
Daily Total	1.749	1.743	3.492	92	91	183

Table 5.3 - Proposed trip generation and trips – B2 Industrial Use (5,235 sqm)

- 5.9 Table 5.3 demonstrates that a B2 use (Industrial unit) within the proposed development site is likely to generate 21 vehicle movements in the AM peak and 6 in the PM peak period. Across the day the current development is likely to generate 183 vehicle movements a day.

B8 Warehouse/logistics use

- 5.10 The same TRICS database has been used to assess the trip generating potential of Building 810 in its current use class, assuming a 5,100 sqm GEA Business Park use. The following parameters have been used for the TRICS assessment:

Main Use Class – 02 Employment

Sub Land Use – Warehousing (Commercial)

Regions – All Regions in England excluding Greater London

Location – Suburban Area & Edge of Town

Parameter Range – 2,500 – 50,000 sqm

The TRICS output is provided in **Appendix K** with the peak rates summarised in Table 5.4 with details of the trip generating potential of the proposed development based on an Industrial use for the application site:

Time Period (Weekdays)	Vehicle Trip Rate (per 100sqm)			Vehicle Trips (assumes 5,235sqm)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
08:00-09:00	0.312	0.123	0.435	16	6	22
17:00-18:00	0.085	0.303	0.388	4	16	20
Daily Total	2.873	2.907	5.780	150	152	302

Table 5.4 - Proposed trip generation and trips – B8 Warehouse Use (5,235 sqm)

Summary – trip analysis

- 5.11 A comparison of the current developments trip generating potential and the proposed developments trip generating potential have been summarised in Table 5.4 for the AM and PM peak periods:

Ref	Scenario	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		In	Out	Two-way	In	Out	Two-way
1	Current Blg – Class E (5,100 sqm)	52	8	60	9	44	53
2	Proposed Development – Class E (5,235 sqm)	+2	-	+2	-	+1	+1
	Change (2-1)	+2	-	+2	-	+1	+1
3	Proposed Development – B2 Industrial (5,235 sqm)	14	7	21	3	3	6
	Change (3-1)	-38	-1	-39	-6	-41	-47
4	Proposed Development – B8 (5,235 sqm)	16	6	22	4	16	20
	Change (4-1)	-36	-2	-38	-5	-28	-33

Table 5.4 – Change in trip generation

- 5.12 Table 5.4 above demonstrates that the proposed development will lead to a reduction in trips across both the AM and PM peak periods. The proposed development is not likely to exceed 25 vehicle trips in the AM and PM hours and as such will have an imperceptible impact on the local highway network.

Parking Demand

- 5.13 The proposed development will provide 5,235 sqm of commercial space which may be occupied by a range of business. It is expected the site will be more 'tech' based operations. The application will include

a range of uses including Class E, B2 and B8 and the parking demand has been estimated based on the likely worst-case scenario (Class E / Business Park use) – similar to the existing use.

- 5.14 The TRICS database has been used to estimate car demands on the basis of a Business Park type use. The TRICS analysis with trip rates and predicted hourly demands is provided in **Appendix L** and the results summarised in Table 5.5.

Time Period	Car arrivals (Commuters and visitors)	Car Departures (Commuters and visitors)	Parking Accumulation
Start			5
0700 - 0800	15	2	19
0800 - 0900	47	4	62
0900 - 1000	19	6	75
1000 - 1100	10	8	77
1100 - 1200	8	7	79
1200 - 1300	11	13	77
1300 - 1400	14	11	80
1400 - 1500	8	12	76
1500 - 1600	6	11	71
1600 - 1700	9	34	46
1700 - 1800	8	41	13
1800 - 1900	6	17	2

Table 5.5 – TRICS Parking Accumulation based on Business Park use (worst-case)

- 5.15 The maximum parking demand is predicted to be in the order of 80 car spaces, the proposed scheme will provide up to 85 parking spaces. The proposed parking within the site will be managed to ensure there is no over-spill of parking onto the local road network and measures will be in place to ensure staff working within the new Building 810 only park within the application site.

6.0 Framework Travel Plan, Draft Delivery and Servicing Management Plan and Framework Construction Method Statement

- 6.1 A Framework Travel Plan (Travel Plan) has been produced in accordance with TfL guidance and is provided in **Appendix M**. The Travel Plan sets out the Site-Wide management structure for the proposed land uses on the site and outlines the sustainable travel principles and measures to be incorporated within the proposals.
- 6.2 The Travel Plan will be used as a basis to agree the terms of any legal agreement, including conditions and planning obligations relating to the proposed measures identified in the document. The Travel Plan will then be updated at post-permission and pre-opening as necessary, in accordance with the agreed measures secured through conditions and planning obligations. Appropriate agreed measures and monitoring commitments will then be implemented by the developer, where stated, in accordance with these obligations.
- 6.3 The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the Travel Plan Co-ordinator (TPC). The TPC role will be undertaken by either a nominated employee of the Site management company or an appointed consultant. The success of the travel plan will be regularly monitored and reviewed to ensure that the Travel Plan continually develops in its lifetime.

Framework Construction Method Statement

- 6.4 To support the application and provide the highway authorities with some comfort of the proposed construction aspect of the scheme, a Framework Construction Method Statement has been prepared and is provided in **Appendix N**.

7.0 Summary and Conclusion

- 7.1 Motion is instructed by Winnersh Midco S.A.R.L. (the Applicant) to prepare this Transport Statement to accompany a planning application for the redevelopment of Building 810 within the Winnersh Triangle Business Park. The proposals seek to provide a single replacement building accommodating up to 5,235 sqm GIA for use for commercial use (light industry/research and development and tech). The proposals are for:

"Demolition of existing buildings and erection of a replacement building for flexible use within use classes E(g), B2 and/or B8, together with access, parking, landscaping and associated works."

- 7.2 This Transport Statement demonstrates that the site benefits from access to a good network of pedestrian and cycle links, which connect the site to a range of local facilities and to the public transport network that serves the wider region. On this basis, it is considered that the proposed development is ideally located to encourage people to travel by more sustainable modes of transport in accordance with the aims of the NPPF.

- 7.3 It has been shown that the proposals will not have a material impact upon the local transport networks.

- 7.4 In summary, this Transport Statement demonstrates that:

- ▶ The site is accessible by the more sustainable modes of travel including foot, cycle and public transport and is well located to enable future employees to walk and cycle to a range of local facilities and amenities;
- ▶ Through the provision of 85 no. car and 5 motorcycle parking spaces on site including 8 no. accessible bays, the development will not place any additional parking stress upon the local highway network and thus accords with Local Plan Policy;
- ▶ The provision of cycle parking at a level that meets the adopted standards will ensure that the use of this important mode of transport is encouraged, in accordance with Local Plan Policy;
- ▶ The proposed development will lead to an imperceptible increase in vehicle trips, and is thus in accordance with Local Plan Policy; however, it must be noted that this is based on the currently vacant position of the application site and when compared with the lawful use, signifies a significant reduction in vehicle movements; and
- ▶ The proposals will not lead to any harm to the existing operation and free flow of traffic on the adjoining highway network in accordance with Local Plan.

- 7.5 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport networks. As such, the proposed development represents a sustainable development for the future, and we see no reason why the proposals should be resisted on traffic and transportation grounds.