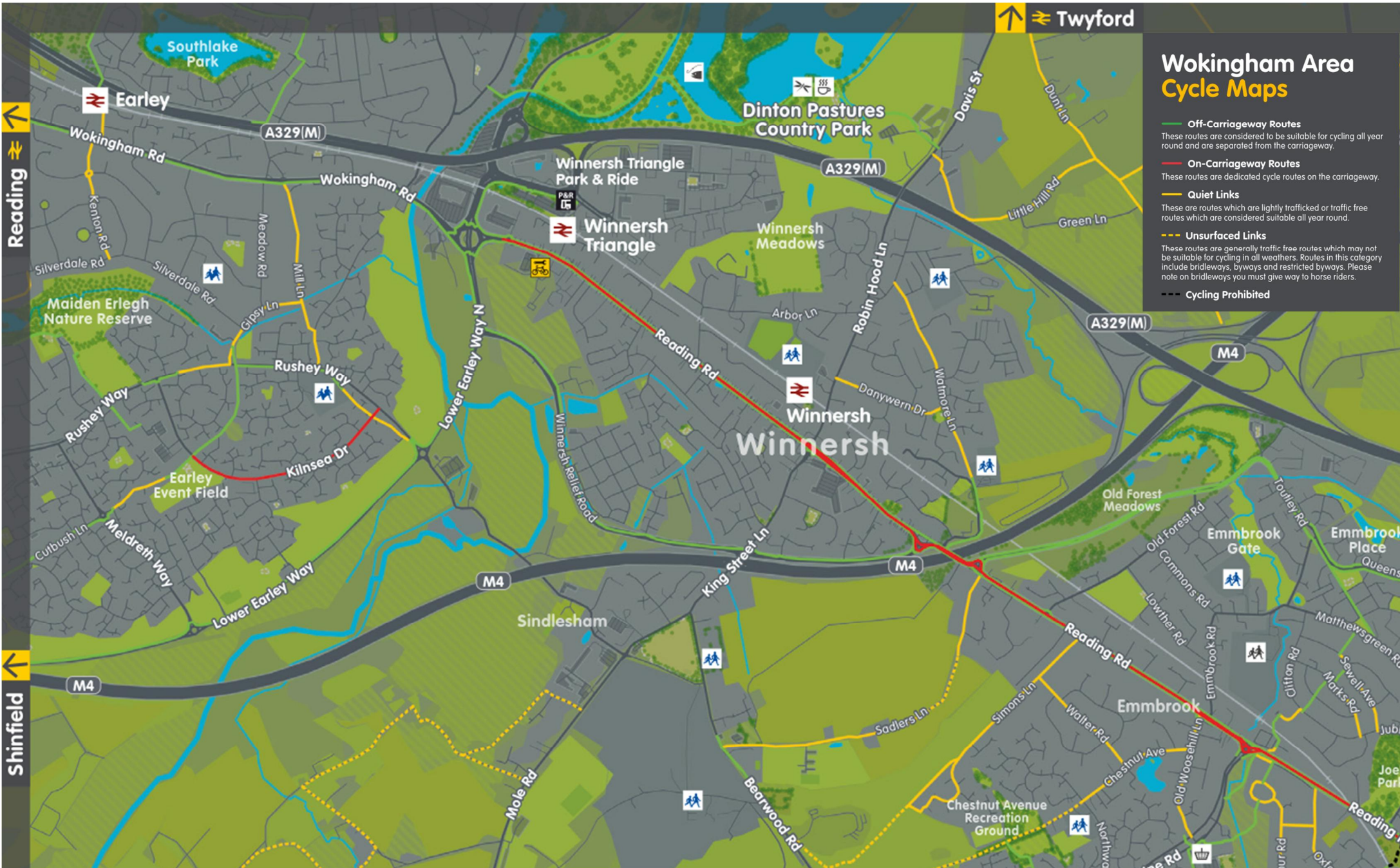


Appendix C

Wokingham Cycle Map



Appendix D

Public Transport Accessibility Index Calculation

Winnersh Triangle Business Park - Building 810

Mode	Route	Stop	Distance (m)	Walk speed (km/h)	Walk time (mins)	Frequency (h)	Weight	Frequency (mins)	SWT (mins)	Reliability factor	AWT (mins)	Total access time (mins)	EDF	Accessibility index
BUS	4	Winnersh Triangle Railway Station	300	80	3.75	4	0.5	15	7.5	2	9.5	13.25	2.26	1.13
		Winnersh Triangle Railway Station	300	80	3.75	4	0.5	15	7.5	2	9.5	13.25	2.26	1.13
	202	Winnersh Triangle Railway Station	300	80	3.75	2	0.5	30	15	2	17	20.75	1.45	0.72
														0.00
RAIL	Reading	Winnersh Triangle Railway Station	300	80	3.75	2	0.5	30	15	0.75	15.75	19.5	1.54	0.77
	London Waterloo	Winnersh Triangle Railway Station	300	80	3.75	3	1	20	10	0.75	10.75	14.5	2.07	2.07
														OVERALL ACCESSIBILITY INDEX

Fill in yellow boxes

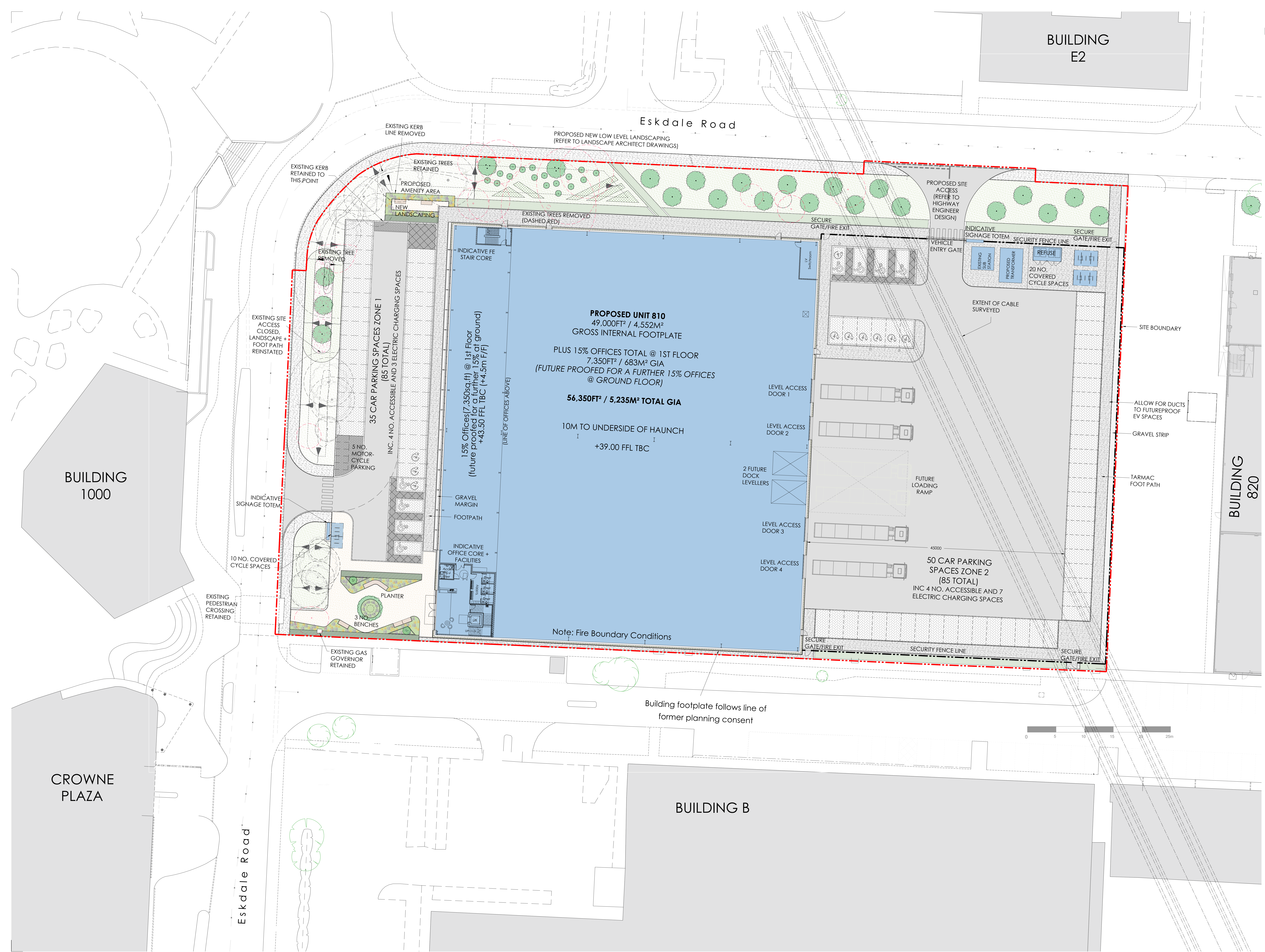
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2	5.01	10.00		Poor
3	10.01	15.00		Moderate
4	15.01	20.00		Good
5	20.01	25.00		Very Good
6a	25.01	40.00		Excellent
6b	40.01	+		Excellent

Appendix E

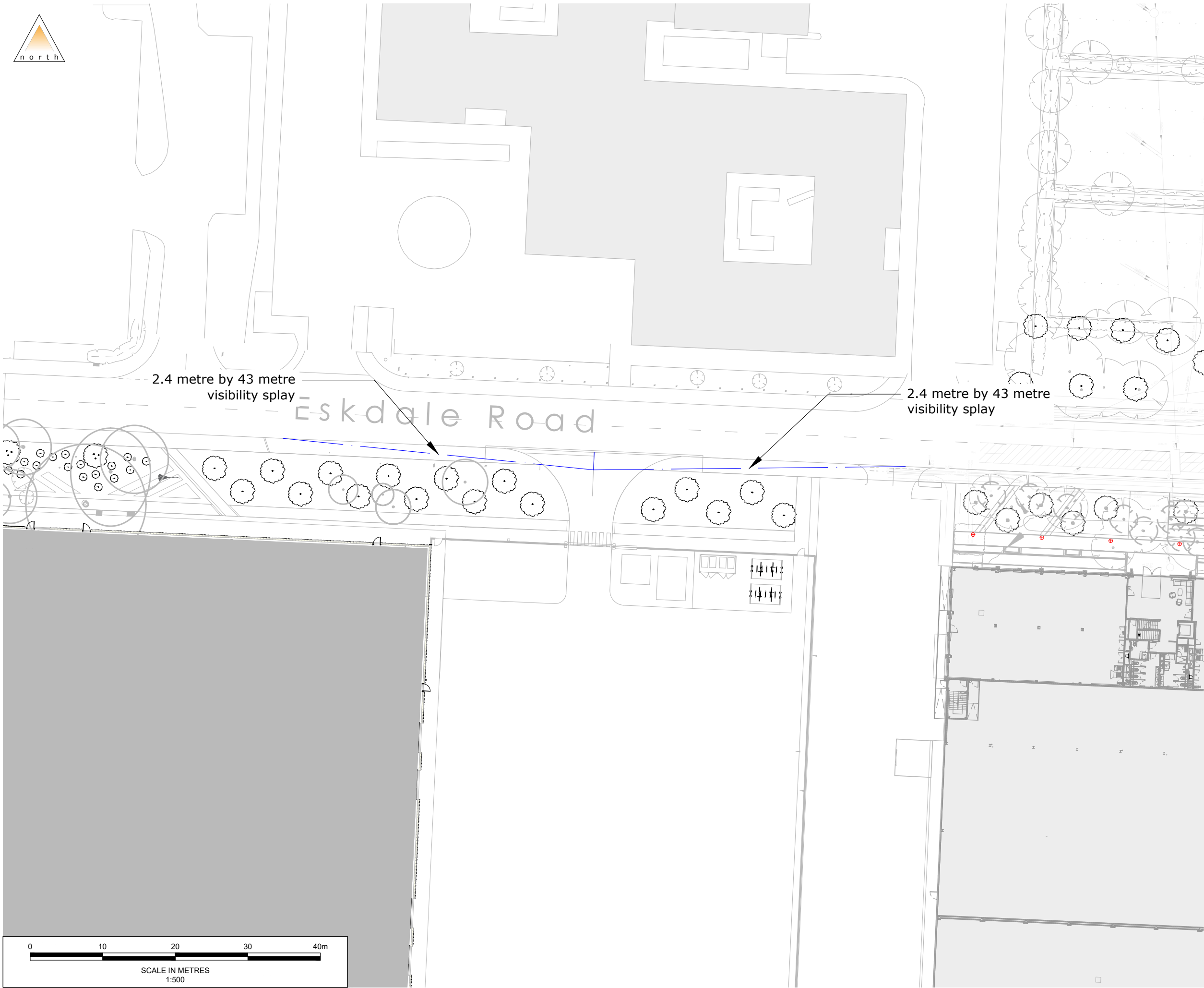
Site Layout



Appendix F

Proposed Access Points – Driver Visibility Splays

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Legend

— Visibility Splay

A	Updated Arrangements	WMC	PdeJ	PdeJ	13/08/2025
-	First Issue	WMC	PdeJ	PdeJ	07/08/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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Client:
Winnersh Midco S.A.R.L

Project:
Building 810, Winnersh Triangle
Business Park, Winnersh

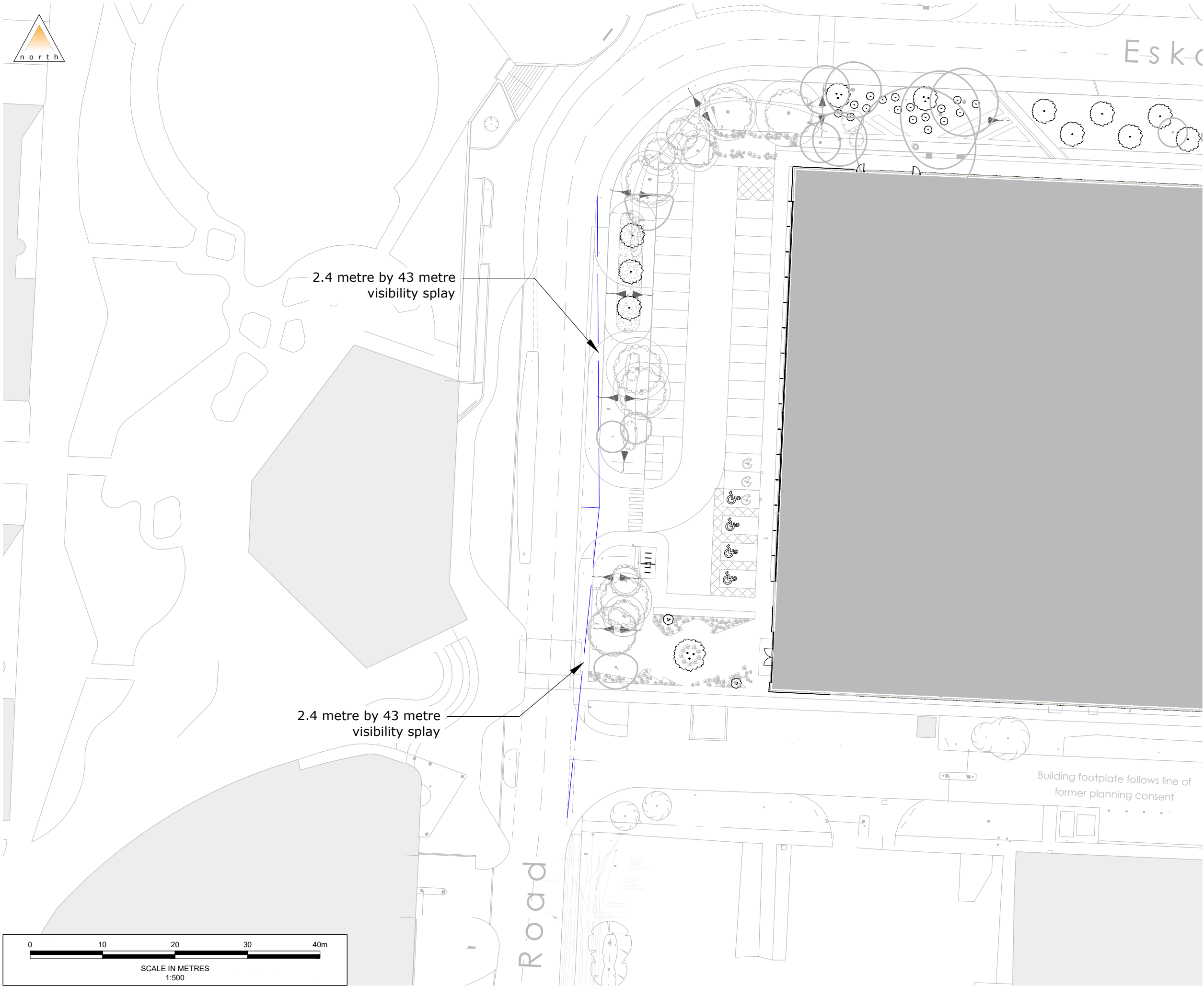
Title:
Proposed Access Arrangements

Scale: 1:500 (@ A3)

Drawing:
2207015-101

Revision:
A

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Legend

— Visibility Splay

A	Updated Arrangements	WMC	PdeJ	PdeJ	13/08/2025
-	First Issue	WMC	PdeJ	PdeJ	07/08/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Winnersh Midco S.A.R.L

Project:
Building 810, Winnersh Triangle
Business Park, Winnersh

Title:
Proposed Access Arrangements

Scale: 1:500 (@ A3)

Drawing:
2207015-102

Revision:
A

Appendix G

Car Parking Management Plan



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

Car Parking Management Plan

For

Winnersh Midco S.A.R.L

Document Control Sheet

Proposed Commercial Development

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

Winnersh Midco S.A.R.L

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
8 th August 2025	d1.0	PdeJ	PdeJ



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Contents

1.0	Introduction	1
2.0	Proposed Parking Arrangements	3
3.0	Operator's Obligations	5
4.0	Parking Management	6
5.0	Enforcement	7

1.0 Introduction

- 1.1 Motion is instructed by Winnersh Midco S.A.R.L. (the Applicant) to prepare this Car Parking Management Plan (CPMP) to support a replacement commercial building on Plot 810 of the Winnersh Triangle Business Park, Eskdale Road, RG41 5TS ("the Site").
- 1.2 This Car Parking Management Plan is based on the principles set out in the approved CPMP for the full application of Building 1100. The new Building 810 may accommodate a similar occupier to Building 1100, as such this CPMP will be a standalone document based on the principles established of the approved Building 1100 CPMP in the business park.
- 1.3 The location of the Site is illustrated on Figure 1.1.

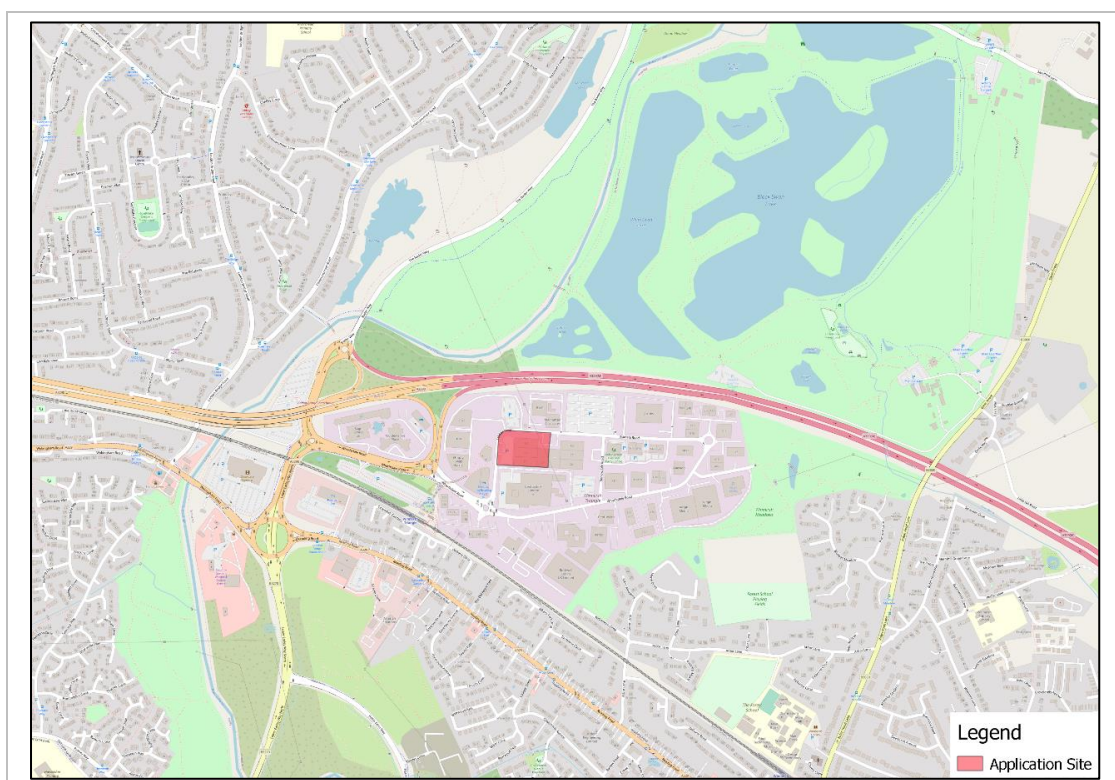


Figure 1.1 - Site Location

- 1.4 This CPMP is a live document and will evolve in line with the site development once an occupier moves in.
- 1.5 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 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."

Aim of the CPMP

- 1.6 The aim of the CPMP is to establish the operational framework within which a future occupier will manage car parking. It also establishes a management regime for enforcing parking restrictions and the steps which would be taken to prevent unauthorised use of the parking spaces.
- 1.7 Specific objectives of the CPMP are to:

- ▶ Deliver the efficient management of car parking in order to minimise the land take required to cater for parking demand; and
- ▶ Minimise unauthorised use of the car park by and off-site parking impacts.

Report Structure

1.8 Following this introduction, this Car Parking Management Plan will be split into two sections as follows:

Section 2 – Proposed Parking Arrangement

Section 3 – Operators Obligations

Section 4 – Parking Management; and

Section 5 – Enforcement.

2.0 Proposed Parking Arrangements

Car/Motorbike Parking Arrangements

- 2.1 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%.
- 2.2 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.
- 2.3 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.
- 2.4 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.
- 2.5 The proposed site layout plan is provided in Figure 2.1.

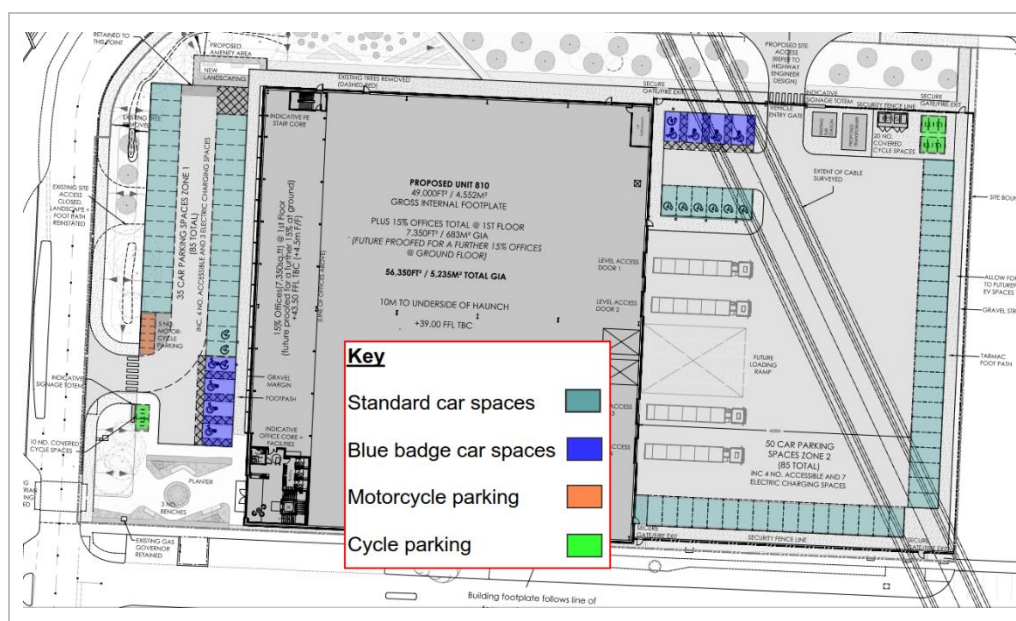


Figure 2.1 – Proposed site layout (extract) – with parking details

Electric Vehicle Charging Strategy

- 2.6 The development proposals will have ten 'active' electric vehicle charging spaces on opening. 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. A plan denoting the locations of the live and potential future electric vehicle charging spaces is presented on Figure 2.2.

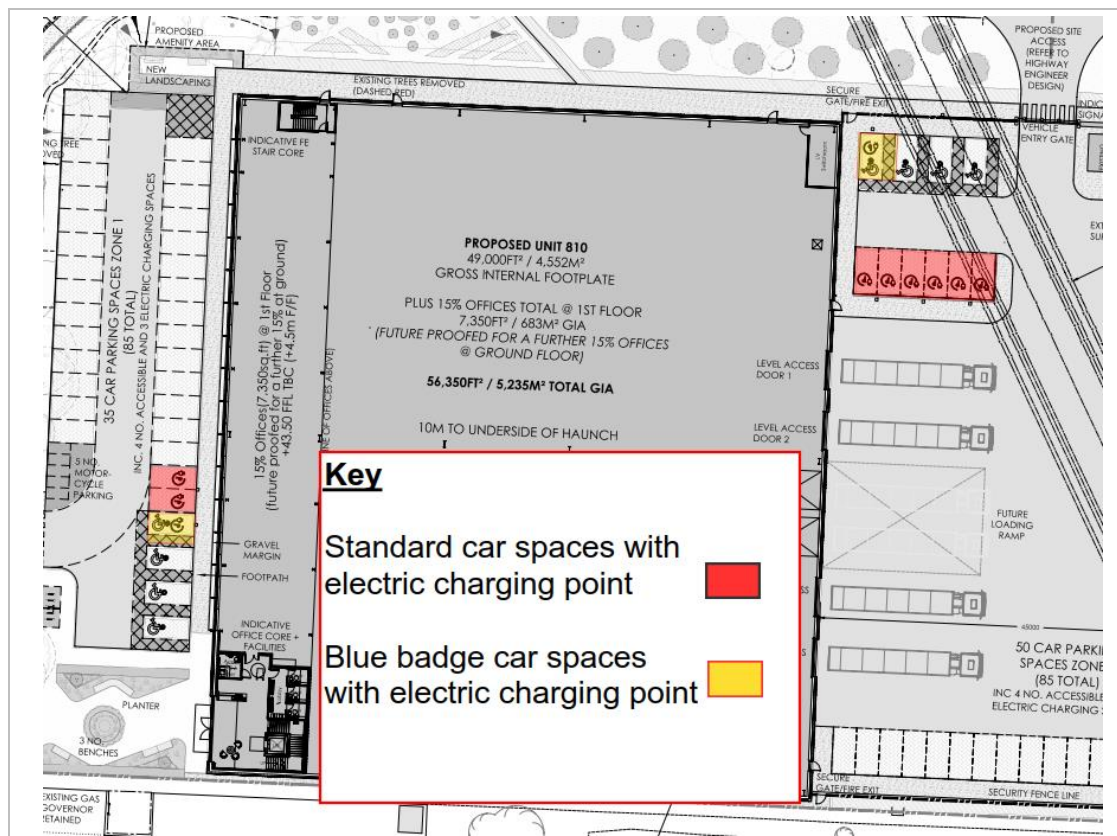


Figure 2.1 – Proposed Electric Vehicle Charging points

Cycle Parking

- 2.7 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.
- 2.8 Visitors to the site will be informed of cycle parking arrangements in advance of arrival and directed to the appropriate location on arrival by security.

3.0 Operator's Obligations

3.1 The Operator of the car park will have the following obligations under the CPMP:

- ▶ To operate the Car Park as a free car park for the benefit of staff and visitors to the studios;
- ▶ To manage the car park such that its use is reserved solely for staff and visitors to the studios;
- ▶ To ensure users are directed to park in allocated bays only and to manage parking allocation between the various car parks available; and
- ▶ To ensure priority is given to those with mobility impairments or other needs.

3.2 To ensure that the Car Park Management Contractor complies with the Key Performance Indicators set out in **Section 4**.

4.0 Parking Management

Security and Access

- 4.1 The main car park at the front of the replacement Building 810 scheme will be open at all times. The service area to the east of the site with access off Eskdale Road will have security gate to prevent unauthorised access and unauthorised parking. Parking amongst staff will be managed in order to ensure there is no overspill onto the surrounding highway network.
- 4.2 Staff who regularly attend site who cannot access alternatives means of travel will be allocated a parking space and factored into the allocation of parking spaces to other staff members. This list of allocated parking spaces will be regularly monitored to ensure that those who are allocated a parking space based on repetitive attendance to the site are regularly attending site.
- 4.3 Visitors in need of a parking space will be required to pre-book and will be informed of this requirement prior to arrival. Prior to arrival visitors will be informed of the which plot their allocated car parking space is in. Upon arrival visitors will check in with security at the entrance to the plot they have been allocated in.

Management of Accessible Car Parking

- 4.4 The proposed car park will include 8 no. dedicated accessible parking spaces close to the main building entrance on the western side of the site. A step-free route will be provided between the blue badge spaces and the building. The accessible parking spaces will be solely for the use by Blue Badge Holders and will be self-managing.

Electric Vehicle Charging Allocation

- 4.5 The electric vehicle charging spaces will be required to be booked in advance of attending the Site. Enforcement action taken against users of non-electric cars in electric vehicle charging spaces, this will be monitored by security.

Hours of operation

- 4.6 The studio facility will operate at all hours of the day and access to the car parking areas will be available during times the studio is in operation.

5.0 Enforcement

- 5.1 The future occupier's operations team will make routine checks around the car park to ensure vehicles are parked within the marked bays and appropriate permits are displayed for the Blue-Badge bays. Certain activities within the car park will be seen to constitute a trigger for enforcement action, including as follows:

- ▶ Vehicle not parked in a correct space (disabled spaces);
- ▶ Vehicle not parking within a demarcated space, but otherwise authorised; and
- ▶ Vehicle parking inappropriately and liable to cause obstruction.

Vehicles Not Parked in Correct Space

- 5.2 Where vehicles otherwise authorised to park in the Visitor car park have not parked in the correct space, such as a disabled space, in the first instance a notice will be posted on the vehicle to advise the driver of the offence. Records of such occurrences with vehicle details will be made by staff and kept in the building management office.

Authorised Vehicles Parked Outside of Demarcated Spaces

- 5.3 Where vehicles are parking informally, outside of demarcated spaces, the procedure set out above will be pursued. However, if the location of a vehicle would prejudice any of the following, removal procedures will be enacted by the studio staff:

- ▶ Other parking spaces are wholly obstructed;
- ▶ The access is obstructed such that safe operation could no longer continue; and
- ▶ Access by service vehicles could not be completed in a safe and suitable manner, including allowing turning on site that avoids the need to reverse to or from the Eskdale Road or the local highway.

- 5.4 The site staff will be required to produce photographic evidence of the offence as committed prior to any removal action taking place. Any cost of the removal will be passed to the vehicle owner.

Vehicle Parked Inappropriately

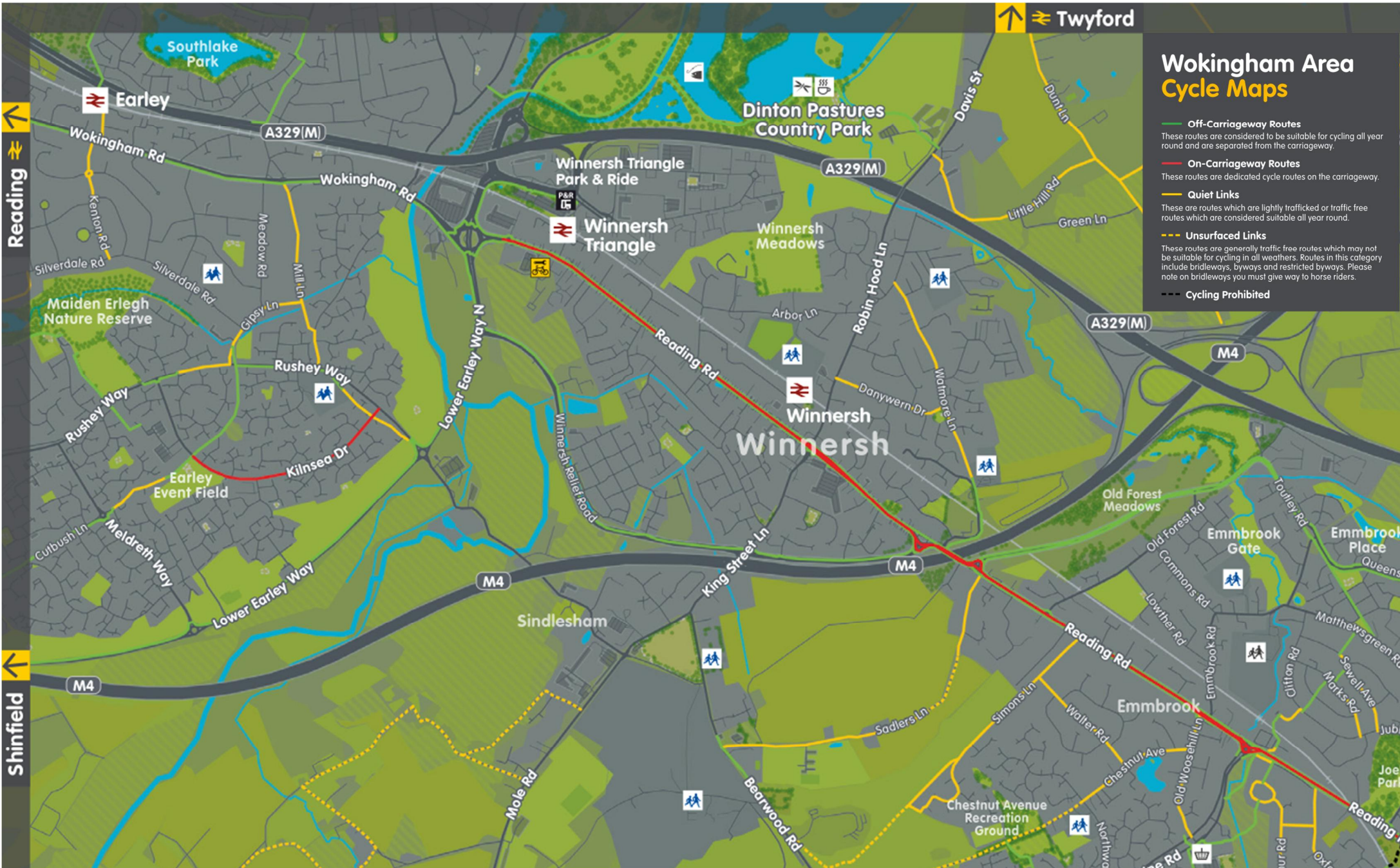
- 5.5 All vehicles will be required to park entirely within the defined car parking spaces. In the first instance, a judgement as to the severity of the situation will be made. Where it is judged that the nature of parking is likely to obstruct other users of the car park, most noticeably service vehicles, or where the action constitutes a repeat or sustained occurrence, immediate removal procedures will be enforced.

Monitoring of Enforcement

- 5.6 Throughout the operation of the car park, the enforcement activities will continue to be monitored in order to ensure it is conducted in accordance with the agreed approach.

Appendix A

Wokingham Cycle Routes



Appendix B

Public Transport Accessibility Index Calculation

Winnersh Triangle Business Park - Building 810

Mode	Route	Stop	Distance (m)	Walk speed (km/h)	Walk time (mins)	Frequency (h)	Weight	Frequency (mins)	SWT (mins)	Reliability factor	AWT (mins)	Total access time (mins)	EDF	Accessibility index	
BUS	4	Winnersh Triangle Railway Station	300	80	3.75	4	0.5	15	7.5	2	9.5	13.25	2.26	1.13	
	X4	Winnersh Triangle Railway Station	300	80	3.75	4	0.5	15	7.5	2	9.5	13.25	2.26	1.13	
	202	Winnersh Triangle Railway Station	300	80	3.75	2	0.5	30	15	2	17	20.75	1.45	0.72	
														0.00	
RAIL	Reading	Winnersh Triangle Railway Station	300	80	3.75	2	0.5	30	15	0.75	15.75	19.5	1.54	0.77	
	London Waterloo	Winnersh Triangle Railway Station	300	80	3.75	3	1	20	10	0.75	10.75	14.5	2.07	2.07	
													OVERALL ACCESSIBILITY INDEX		5.83

Fill in yellow boxes

PTAL	2
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PTAL Bands:

PTAL	Range of Index		Map Colour	Description
1a	0.01	2.50		Very Poor
1b	2.51	5.00		Very Poor
2	5.01	10.00		Poor
3	10.01	15.00		Moderate
4	15.01	20.00		Good
5	20.01	25.00		Very Good
6a	25.01	40.00		Excellent
6b	40.01	+		Excellent

Appendix H

Draft Delivery And Servicing Plan



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

Draft Delivery and Servicing Plan

For

Winnersh Midco S.A.R.L

Document Control Sheet

Proposed Commercial Development

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

Winnersh Midco S.A.R.L

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
8 th August 2025	d1.0	PdeJ	PdeJ



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Contents

1.0	Introduction	1
2.0	Policy	2
3.0	Access and Circulation	4
4.0	Measures and Initiatives	7
5.0	Monitoring and Review	8
6.0	Summary	9

1.0 Introduction

- 1.1 Motion is instructed by Winnersh Midco S.A.R.L. (the Applicant) to prepare this draft Delivery and Servicing Plan (DSP) to support to the introduction of a replacement commercial building on Plot 810 of the Winnersh Triangle Business Park, Eskdale Road, RG41 5TS ("the Site").
- 1.2 The Site is situated northeast of Winnersh Triangle railway station and is illustrated on **Figure 1.1**.

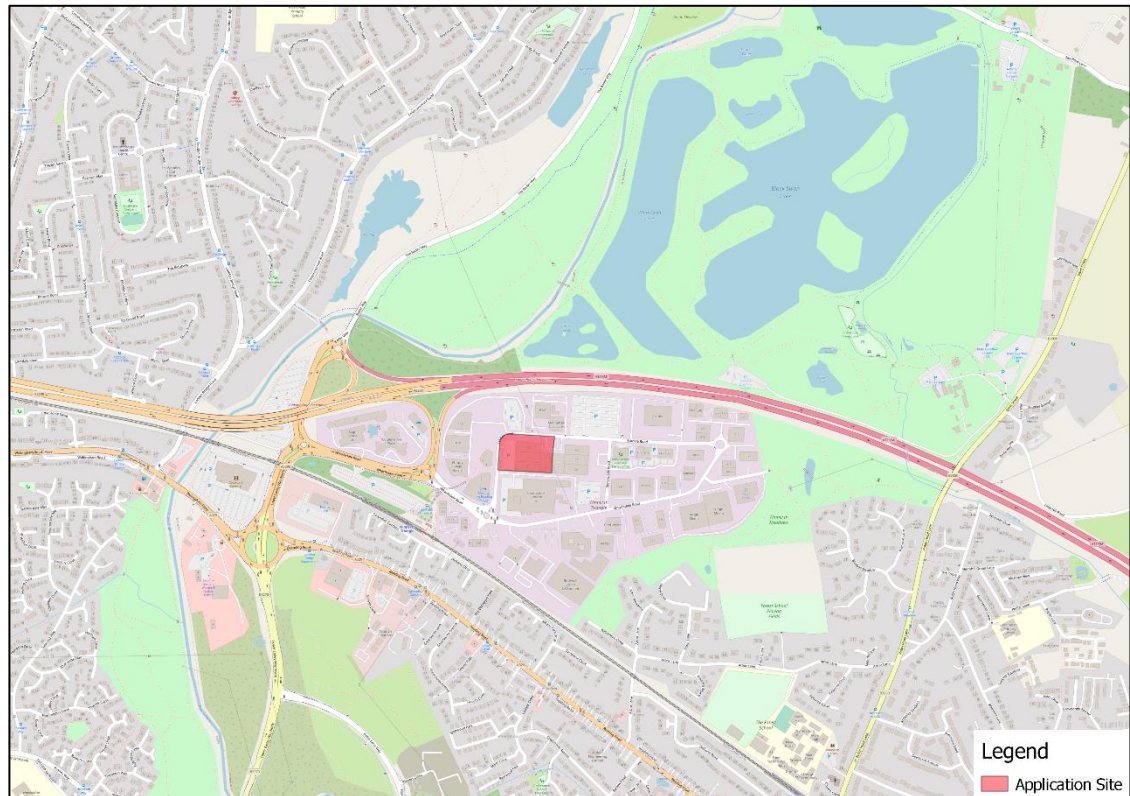


Figure 1.1 - Site Location

Proposed Development

- 1.3 The proposals seek 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 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."

2.0 Policy

National Policy

2.1 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.

2.2 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."

2.3 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.

Good Practice Guidelines

Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Retailers (DfT, April 2014)

2.4 The Quiet Deliveries good practice guide covers the key problems for retailers, freight operators, local authorities and community stakeholders, reducing congestion and delays that affect freight and retail business, as well as local communities, particularly residents. This guidance is based on lessons learnt from Quiet Deliveries trials held by DfT, Freight Transport Association (FTA) and Noise Abatement Society (NAS) in 2010-11 and from the experience during the London 2012 Games.

- 2.5 The core principle of the DfT document on quiet deliveries is:
- 2.6 *"about enabling businesses and organisations to make and receive deliveries outside the main working day. The flexibility will generate multiple benefits for all affected parties, such as reduced congestion, lower emissions and business efficiency."*
- 2.7 Through pilot schemes and case studies it was found that:
- 2.8 *"If delivery times are extended into the evenings/night-time periods in a well-managed manner, that schemes can work effectively with minimal or negligible disturbance to residents and surrounding communities."*

3.0 Access and Circulation

Site Location

- 3.1 The site is located to the south of Eskdale Road, within Winnersh Triangle Business Park (WTBP). The area surrounding the site contains a mixture of commercial, office and light industrial buildings.
- 3.2 The site is bordered to the north and west by Eskdale Road, while the south and east are all bound by further commercial units, amenity space and carparking.
- 3.3 The site location is shown in relation to the local area at Figure 3.1.



Figure 3.1: Site Location Plan

Access

- 3.4 Vehicular access to the site for servicing and delivery vehicles will be taken from the A329(M) onto Wharfedale Road, then Eskdale Road until the site is reached.
- 3.5 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 on the western side of the site.
- 3.6 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
- 3.7 The delivery and servicing vehicles will access the Application Site from the northern access point of Eskdale Road but provision will be made for service vehicle access to the west of the site (smaller vehicles in/out, HGVs outbound only) as presented on Figure 2.2.

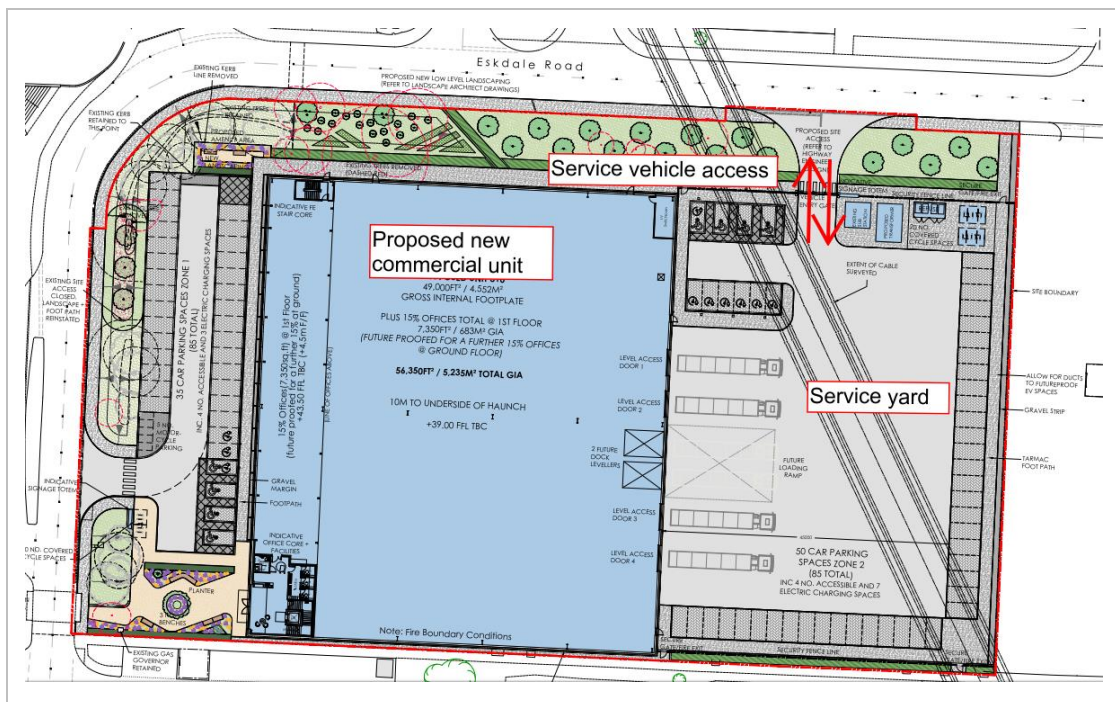


Figure 2.2: Site Layout and servicing strategy

Servicing and Delivery vehicle demands

3.8 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.

3.9 The predicted demands (worst-case) based on logistics occupier (from TRICS data) are presented on Table 3.1:

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

3.10 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. Swept path analysis plots

of vehicle movements into and out of the service area for the site as presented in **Appendix A** and includes the following:

- ▶ Motion Drawing 2207015-TK102 – 16.5m articulated vehicle – inbound/outbound;
- ▶ Motion Drawing 2207015-TK103 – 10m rigid HGV – inbound/outbound;
- ▶ Motion Drawing 2207015-TK104 – 12m refuse collection vehicle - inbound/outbound;
- ▶ Motion Drawing 2207015-TK105 – 8m Fire Tender – inbound/outbound;

Waste Collection Strategy

- 3.11 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 and a swept path analysis demonstrating this manoeuvre can be seen on Motion Drawing 2207015-TK103 in Appendix A. The proposed refuse bin storage areas are identified on Figure 3.3.

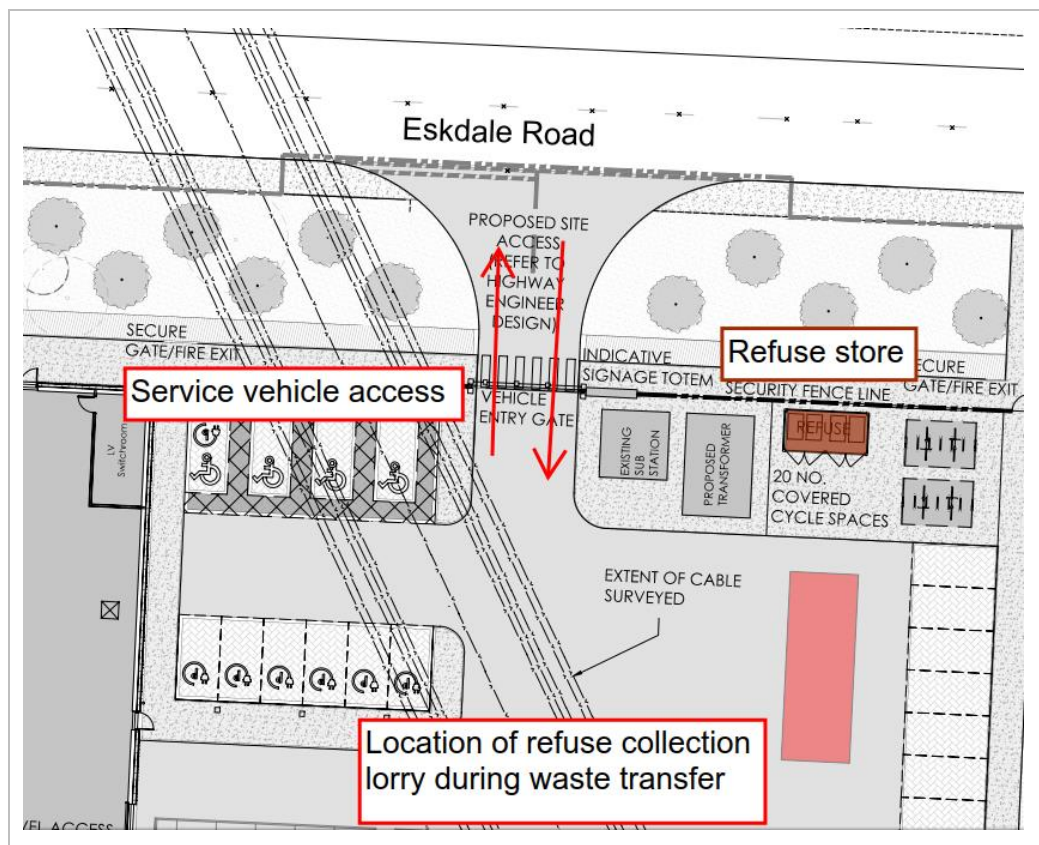


Figure 3.2 - Refuse storage/collection details – New commercial use (Building 810 site)

Delivery Management

- 3.12 The drawings provided at Appendix A shows the expected vehicle manoeuvring around the service area entering and exiting in forward gears. Delivery drivers will need to call through to reception to obtain access past the security gates. In this way staff will be made aware that a delivery vehicle is on site be ready to assist should this be necessary.

4.0 Measures and Initiatives

- 4.1 This section of the DSP outlines the specific management measures to be implemented at the Development. The measures aim to manage the impact of delivery and servicing activity.

Management of the Plan

- 4.2 The Development will be managed by a management company ("the Company"). The Company will appoint an individual "the DSP Coordinator") to oversee the management, development and monitoring of the DSP. The DSP principles and measures will be promoted to all users of the Site.
- 4.3 The key principles of the DfT's Quiet Deliveries Good Practice Guidance would be adopted, which would include:
- I. General Servicing Best Practice:
 - a) Making sure all equipment (vehicles and servicing area) is in good working order and maintained to minimise noise;
 - b) Identify timings for deliveries in advance so both the driver and staff are prepared for the arrival;
 - c) Seek to ensure that delivery vehicles spend as little time as possible attempting to access service areas
 - d) Ensure all staff are briefed and trained; and,
 - e) Ensure that, where possible, deliveries are outside network peak hours.
 - ii) Operation of the Servicing Areas:
 - a) During out of hours servicing switch off any bells/alarms/speakers when the servicing area doors are open;
 - b) Avoid where possible cages banging together or against servicing equipment;
 - c) Switch off reversing alarm for out of hours deliveries; and
 - d) Turn-off service vehicle engines when not manoeuvring to prevent idling.
- 4.4 The above list is not exhaustive and the DSP can be updated and added to as necessary, but the above provides an indication of the measures that would be put in place.

5.0 Monitoring and Review

Monitoring

- 5.1 The DSP Coordinator will be responsible for the ongoing monitoring of the DSP.
- 5.2 The monitoring process will generate information by which the success of the DSP can be evaluated. The monitoring process will enable the DSP to be modified as appropriate to respond to any issues as they arise.
- 5.3 A record will be kept of any incidences, comments or feedback from staff, residents or delivery drivers.

Review

- 5.4 The DSP Coordinator will be responsible for undertaking an annual review of the DSP which will be provided to the local planning authority on request. The DSP Coordinator will make any necessary changes or alterations to the management of deliveries that are identified as potentially being beneficial by the review to delivering the aims of the DSP. Stakeholders will be consulted where appropriate.

6.0 Summary

- 6.1 This draft Delivery and Servicing Plan (DSP) has been prepared on behalf of Winnersh Midco S.A.R.L. to accompany a planning application submission a replacement commercial building within Building 810 within the Winnersh Triangle Business Park, Eskdale Road, RG41 5TS ("the site").
- 6.2 The proposals seek 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 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."*
- 6.3 The Site is located to the south of Eskdale Road within the administrative boundary of the Wokingham Borough Council (WBC). Building 810 is accessed directly from Eskdale Road to connect to a dedicated service area to the rear of the building.
- 6.4 The DSP will be managed by the future occupier of the building and business operations will seek to optimise deliveries to maximise environmental and operational benefits of the DSP.
- 6.5 The aim of this DSP is to ensure that delivery/servicing activity associated with the Site can take place in a safe, efficient and sustainable manner. It has been developed in accordance with policies set out within:
- ▶ 'Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Retailers' produced by the Department for Transport in April 2014; and
 - ▶ Freight Transport Association (FTA) Guidance including the London Freight Plan (adopted November 2007).
- 6.6 The measures set out within this DSP will ensure the successful and efficient operation of servicing/delivery activity on a day-to-day basis, reducing the impact of servicing movements on the road network. The responsibility of delivering the DSP will be with the Site's management company. An individual will be appointed as DSP Coordinator to operate the DSP on a day-to-day basis. They will also be responsible for monitoring it on a regular basis. An annual review will be undertaken with relevant stakeholders.

Appendix A

Swept Path Analysis – Service vehicles

C:\Users\williammcaney\Motion\StaffSite - Fw\10 2207015\Drawings\2207015-TK105.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5mph / reversing 5mph.

Artic			
Tractor Width	2.05	Lock to Lock Time	4.0
Tractor Width	2.05	Steering Angle	45.7
Tractor Track	2.05	Articulating Angle	75.0

-	First Issue	WMC	PdeJ	PdeJ	07/08/2025
Rev.	Description	Dm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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Client:
Winnersh Midco S.A.R.L

Project:
Building 810, Winnersh Triangle
Business Park, Winnersh

Title:
Swept Path Analysis
16.5 Metre Artic

Scale: 1:1,000 (@ A3)

Drawing: 2207015-TK102

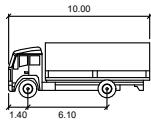
Revision: -

C:\Users\williammcaney\Motion\StaffSite - Frwl10 2207015\Drawings\2207015-TK105.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
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LRIGID	metres
Width	: 2.50
Track	: 2.47
Lock to Lock Time	: 6.0
Steering Angle	: 37.5

-	First Issue	WMC	PdeJ	PdeJ	05/08/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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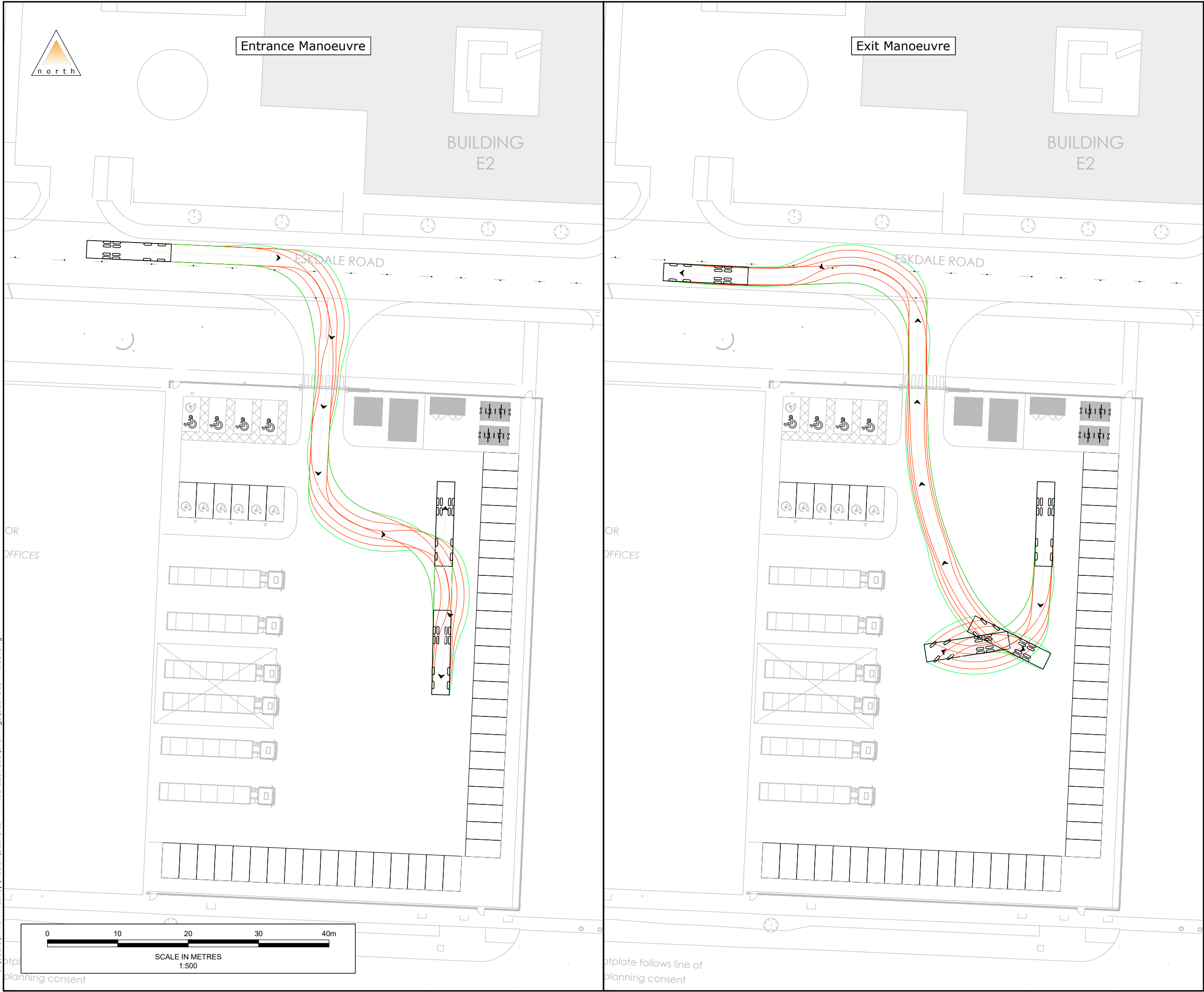
Client:
Winnersh Midco S.A.R.L

Project:
Building 810, Winnersh Triangle
Business Park, Winnersh

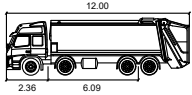
Title:
Swept Path Analysis
10 Metre Rigid

Scale: 1:1,000 (@ A3)

Drawing: 2207015-TK103
Revision: -



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5mph / reversing 5mph.



Volvo FM 11 8X4 (2019)
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 32.5

-	First Issue	WMC	PdeJ	PdeJ	05/08/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Winnersh Midco S.A.R.L

Project:
Building 810, Winnersh Triangle
Business Park, Winnersh

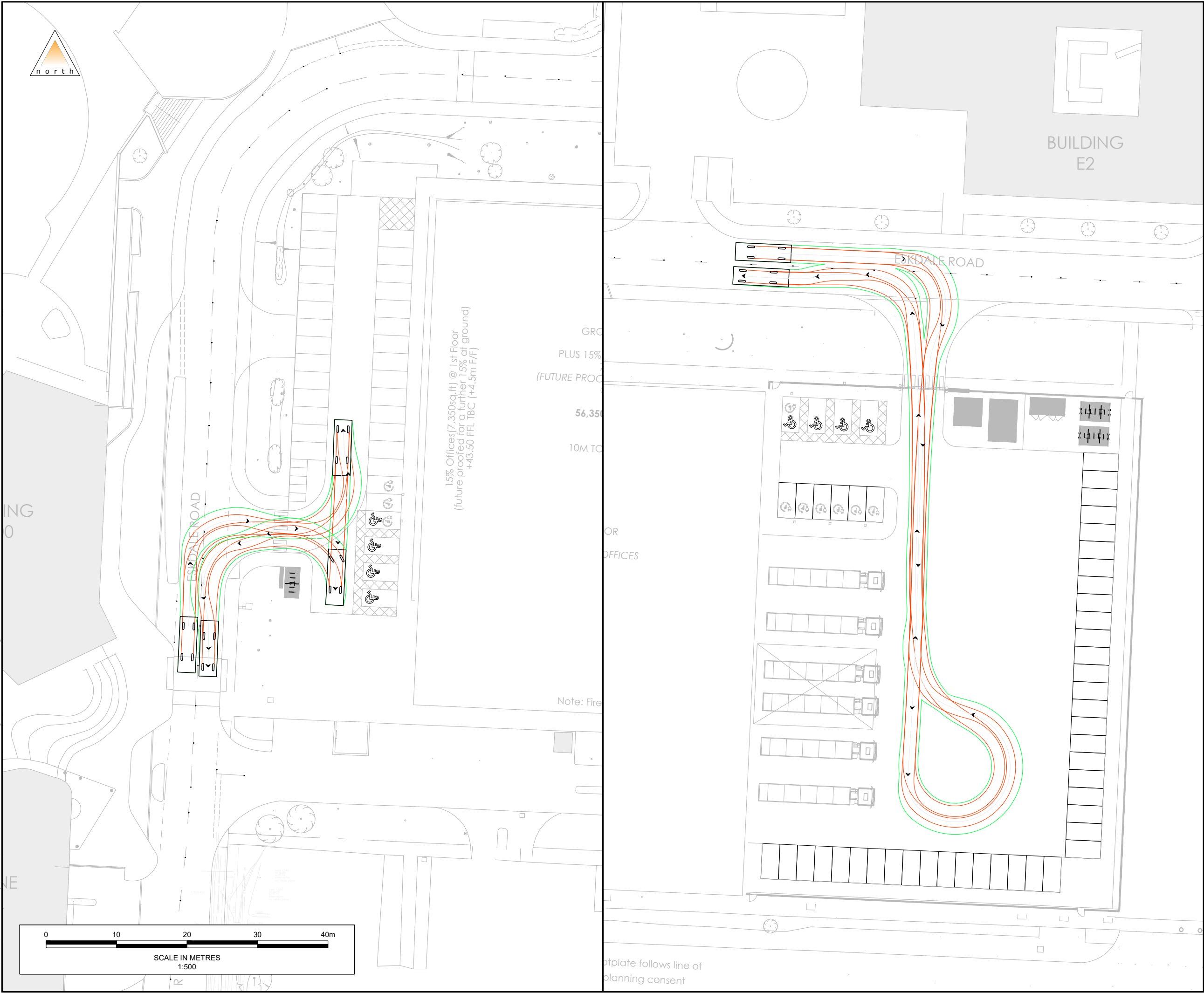
Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:500 (@ A3)

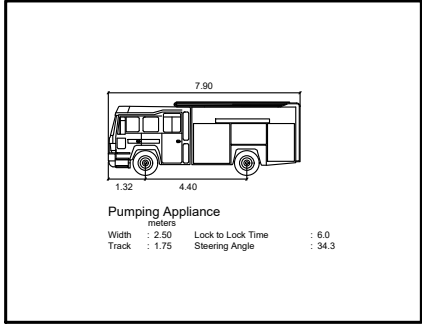
Drawing:
2207015-TK104

Revision:
-

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or its vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5mph / reversing 5mph.



-	First Issue	WMC	PdeJ	PdeJ	05/08/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Winnersh Midco S.A.R.L

Project:
**Building 810, Winnersh Triangle
Business Park, Winnersh**

Title:
**Swept Path Analysis
Pumping Appliance**

Scale: 1:500 (@ A3)

Drawing:
2207015-TK105

Revision:
-