



PINEWOOD CAMPUS, NINE MILE ROAD, WOKINGHAM

TRANSPORT STATEMENT

March 2026

Dandara Southern Limited and Legal & General
Assurance (Pensions Management) Limited



RESIDENTIAL DEVELOPMENT
PINWOOD CAMPUS
NINE MILE ROAD, WOKINGHAM

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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**RESIDENTIAL DEVELOPMENT
PINWOOD CAMPUS
NINE MILE ROAD, WOKINGHAM**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Dandara and L&G in relation to a proposed residential development of 136 dwellings (82 open market and 54 affordable) at Pinewood Campus, Nine Mile Ride, Wokingham. The site location is illustrated within Figure 1.

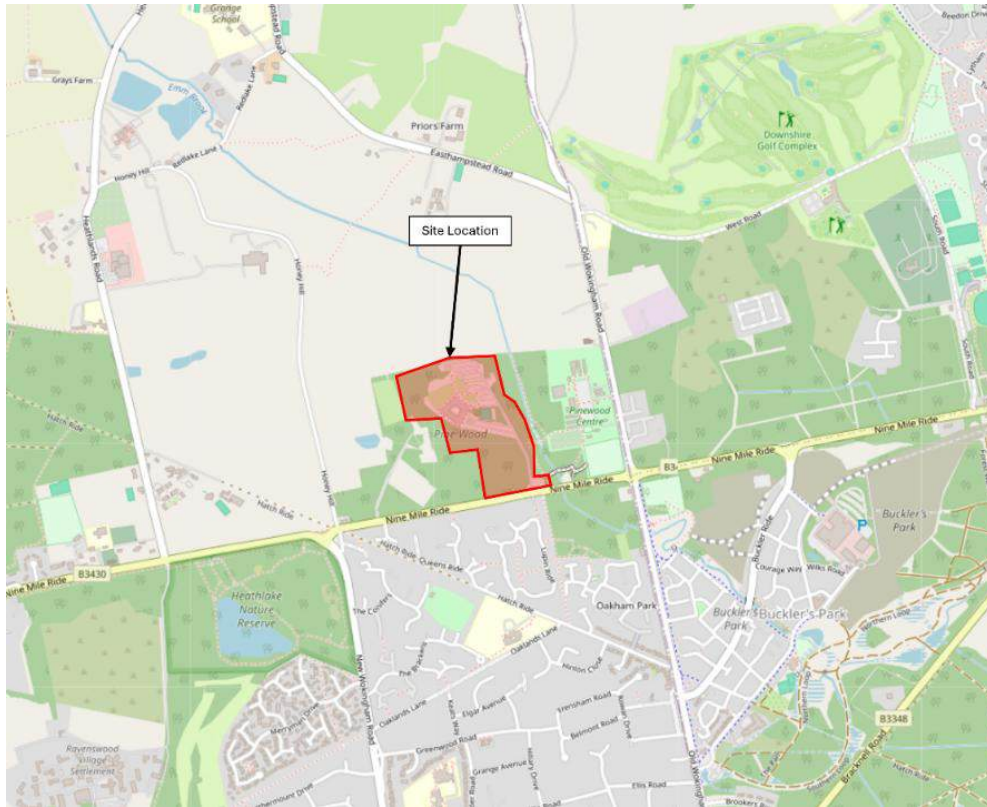


Figure 1: Site Location

Planning History

- 1.2 The site is currently occupied by GFA of offices and associated car parking, with access taken from Nine Mile Ride. This was granted consent under application F/2006/9192, with a GFA of 11,348sqm.
- 1.3 The site has also been subject to a prior approval application in August 2024 for 'proposed change of use of the commercial building to 109 no. dwellings' (ref: 242098). Prior approval was granted in October 2024 and the highways comments indicated that Wokingham Borough Council (WBC) highways were content for the existing access from Nine Mile Ride (B3430) to be used and that the trip generation of the proposals compared to the existing office use would be significantly less.

1.4 Pre-application discussions have been held in respect of the current application, and this has informed the scope of this document, which therefore includes:

- Site Location:
 - A description of the existing site conditions, local road network and surrounding area, as well as an overview of the accessibility of the local area with reference to the pedestrian infrastructure, public transport services and nearby amenities.
- Proposed Development:
 - Description of the development proposals with a detailed assessment of the highways elements.
- Highway Impact:
 - An analysis of the impact that the development proposals would have on the local road network.
- Summary and Conclusions:
 - A synopsis of the TA regarding the above aspects with an overall conclusion.

1.5 This Transport Statement (TS) has been written in line with local guidance and National Planning Policy Framework (NPPF) (December 2024), specifically the following NPPF policies:

- **Para 109:** Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
 - Making transport considerations an important part of early engagement with local communities;
 - Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - Understand and addressing the potential impacts of development on transport networks;
 - Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - Identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

- **Para 110:** The planning system should actively manage patterns of growth in support of these objectives. 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.
- **Para 116:** 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. EXISTING SITE CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The application site currently comprises an office building occupied by Jonson & Johnson, large areas of hardstanding / car parking and a private multi use games area. The site is bound by woodland to the north, east and west, and by Nine Mile Ride (B3430) to the south.
- 2.2 The site is currently accessed via a priority junction with ghost island right turn lane and left turn diverge to the north of Nine Mile Ride (B3430). This to a private access road measuring circa 5.5m wide and extends for approximately 190m before barriers are present controlling movement in and out of the site. The conditions of the existing site access and site access road are demonstrated within **Photographs 1, 2 and 3**.



Photograph 1: Existing Site Access



Photograph 2: Site Access Road (facing north)



Photograph 3: Site Access Road (facing south)

- 2.3 The site access road is subject to a 15mph speed limit before the barriers while the existing speed limit on-site is 10-mph, which in both cases are signified by signage and road markings.

Local Road Network

- 2.4 Within the vicinity of the site access Nine Mile Ride (B3420) is a single-carriageway road measuring circa 5.5m wide, widening to 9m with the ghost island right turn lane. Nine Mile Ride (B3420) is subject to a 40mph speed limit within the vicinity of the site. The existing conditions along Nine Mile Ride (B3420) within the vicinity of the site access are shown within **Photographs 4** and **5** below.



Photograph 4: Nine Mile Ride (facing east)



Photograph 5: Nine Mile Ride (facing west)

- 2.5 Approximately 300m east of the site access Nine Mile Ride (B3430) provides connection to the Nine Mile Ride (B3430) / Old Wokingham Road roundabout. To the north, Old Wokingham Road leads to the A329, itself providing access to Bracknell and the strategic road network. To the south Old Wokingham Road leads to Crowthorne.
- 2.6 Approximately 650m west of the site Nine Mile Ride (B3420) connects to New Wokingham Road at a roundabout, the latter leading to Duke's Ride / Crowthorne.

Pedestrian and Cycle Network

- 2.7 A shared footway/cycleway measuring circa 2m wide exists along the northern side of Nine Mile Ride (B3430) to the east of the site access. This continues towards the roundabout to the east, where the cycle route discontinues. There is a pedestrian crossing with dropped kerbs, tactile paving and refuge island over Nine Mile Ride, just to the east of the site access. The site footway/cycleway and crossing can be seen in **Photographs 6 and 7** below.



Photograph 6: Nine Mile Ride Shared Footway/Cycleway (facing east)



Photograph 7: Nine Mile Ride Shared Footway/Cycleway (facing west)

- 2.8 The footway on the northern side of Nine Mile Ride continues on Old Wokingham Road to access the Pinewood Centre. As part of the proposals, a direct connection will be provided from the eastern site boundary.
- 2.9 A footway measuring circa 1.8m wide is also provided along the southern side of Nine Mile Ride (B3430). This footway connects the two roundabouts mentioned previously, but also provides access to Public Right of Way (PROW) WOKW33 and Lupin Ride, which can both be used to travel south towards Hatch Ride, and Hatch Ride Primary School. Lupin Ride is fully surfaced and lit, such that there is a good walking route to the primary school, as shown in **Photographs 8 & 9**. **Figure 2** illustrates the site location in the context of PROWs in the local area. Wokingham's LCWIP was published in 2023 with and this includes a cycling network plan, an extract of which is shown in **Figure 3**.



Photograph 8: Pedestrian route to Lupin Ride



Photograph 9: Conditions on Lupin Ride

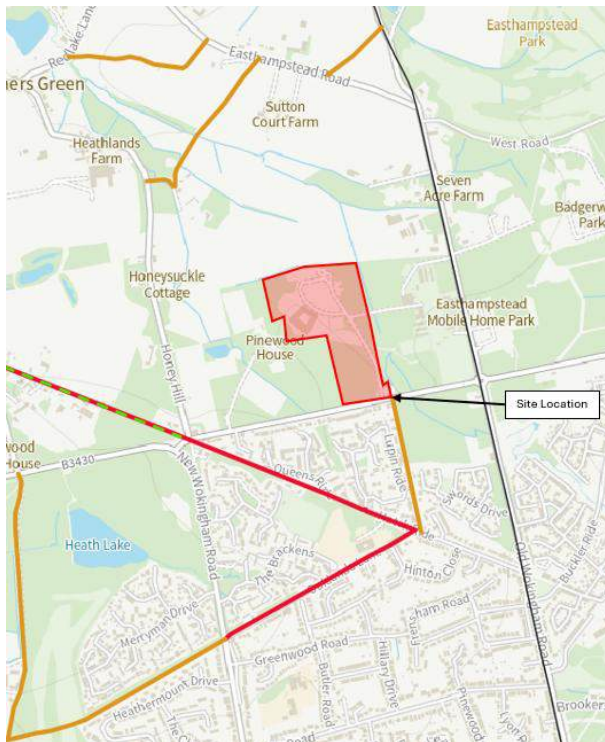


Figure 2: Local PRow Network

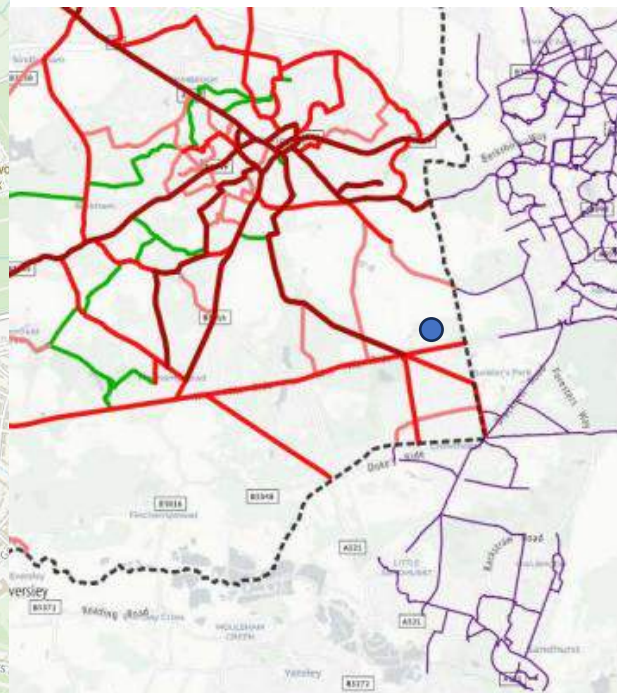


Figure 3: LCWIP Cycling Network

Local Facilities

- 2.10 CIHT's 'Planning for Walking' (April 2015) identifies that whilst a number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,368m. The average duration also increased from 15 minutes to 17 minutes. The bicycle is considered an effective mode of transport for short trips with CIHT's 'Planning for Cycling' document (October 2014) outlining that 80% of cycle journeys are less than five miles (approx. 8km).
- 2.11 The site is positioned within walking/cycling distance of several local amenities and services. A summary of the site's proximity to these facilities and the associated walking and cycling time, measured from the centre of the site, is provided in **Table 1**. The walking and cycling routes to key amenities are illustrated in **Figure 4**.

Amenity	Approximate Distance	Approximate Walking Journey Time (80m per minute)	Approximate Cycling Journey Time (268m per minute)
Pinewood Centre (<i>Café, Gymnastics Club, Nursery, Theatre Club, Judo Club, Dance Academy, Scouts Club</i>)	370m	5	1
Johnson & Johnson Bus Stops	490m	6	2
Hatch Ride Primary School	925m	12	3
St Sebastian's Memorial Village Hall	975m	12	4
Goodwood Crescent Bus Stops	1.5km	19	6
Hall & Woodhouse Public House	1.5km	19	6
Buckler's Park Hub (<i>Café, Sports Fields, Playground, Nursery</i>)	1.5km	19	6
Co-Operative Food Supermarket	1.6km	20	6
Esquires Coffee Shop	1.6km	20	6

Table 1: Proximity to Local Amenities

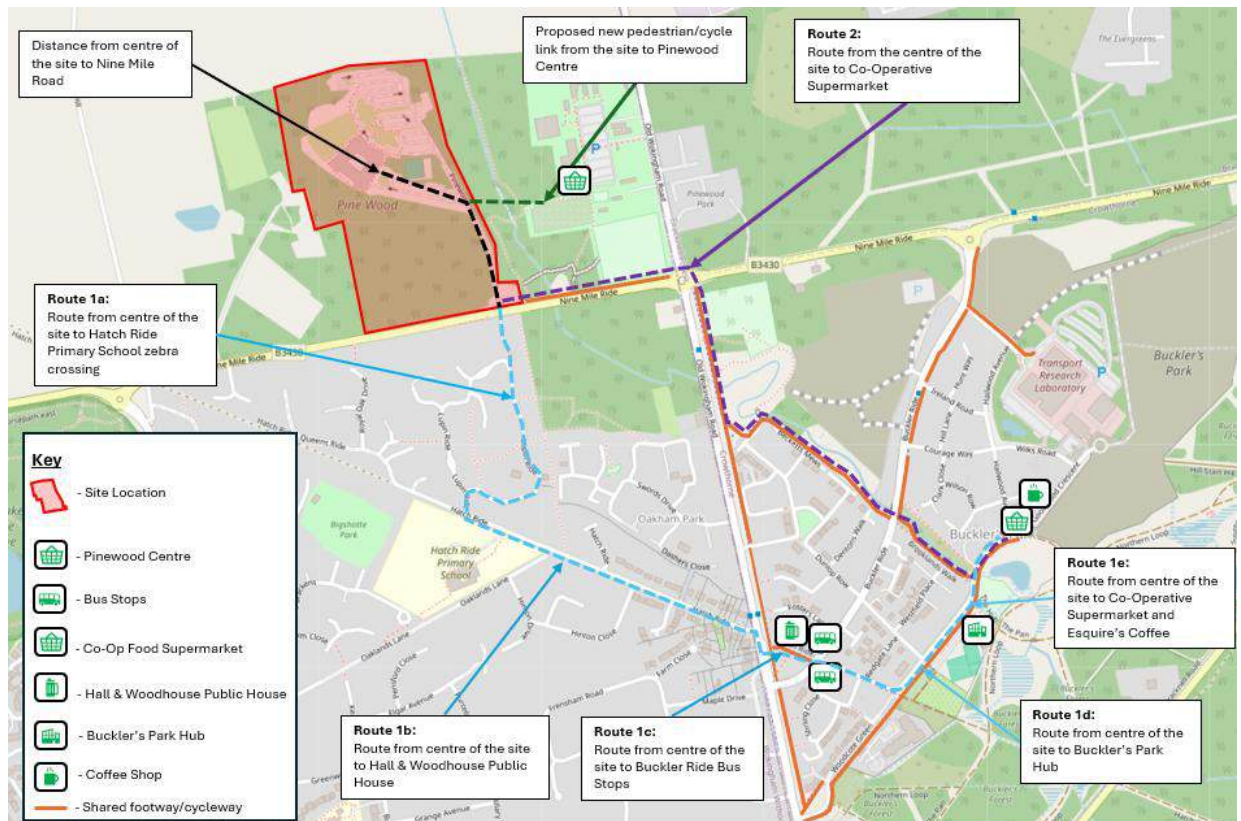


Figure 4: Walking & Cycling routes to amenities

2.12 In line with the guidance provided in 'Planning for Walking' (April 2015) walking to local amenities is realistic for future site occupants given most of the facilities listed in **Table 1** are within or around the average walking time, in addition to all amenities being within the average cycle journey length in CIHT's 'Planning for Cycling' document (October 2014). Suitable routes are available as illustrated in **Figure 4**.

Public Transport

- 2.13 The closest bus stops are located along Nine Mile Ride approximately 490m from the centre of the site. As shown in **Photographs 10** and **11**, both bus stops comprise a simple flag and pole design with timetabling information provided, with both stops serviced by the 125B bus service twice a day.
- 2.14 Further stops are located along Buckler's Ride, implemented as part of the Buckler's Park development and are accessible approximately 1.5km southeast of the centre of the site. These stops are both provided with sheltered seating and timetabling information and both are serviced by bus service 194, which runs M-F from 06:07 to 22:46 between Camberley and Bracknell, typically every half an hour. The existing conditions are shown in **Photograph 12** below. These services are further than the ideal walking distance but do offer a regular service suitable for commuting to nearby towns.



Photograph 10: Nine Mile Road Bus Stop (Eastbound)



Photograph 11: Nine Mile Road (Westbound)



Photograph 12: Buckler's Ride Bus Stop

- 2.15 The closest railway station to the site is Crowthorne railway station, located approximately 3.5km southwest of the site and is accessible via an 11-minute cycle. Crowthorne railway station is provided with a ticket office, step-free train access, a seating area and 24 cycle parking spaces. Camberley railway station can also be accessed via the 194 bus service.

Summary

- 2.16 In summary, the proposed site is well located, with amenities and services within walking and cycling distance. This demonstrates that the proposed site would provide an excellent opportunity to create a sustainable development utilising the existing pedestrian network. There are also connections to local bus services and therefore the site is considered to represent a good opportunity to promote a sustainable development.

Personal Injury Accident (PIA) Data

- 2.17 Personal Injury Accident (PIA) data has been obtained from MAVRIC for the most recently recorded 5-year period in order to analyse the existing safety conditions of the local road network. Patterns in the data can be assessed with regards to the frequency, proximity and distribution of any accidents that have taken place in the vicinity of the site. No incidents have occurred inside a 300m radius of the site access within the specified 5-year period are indicated within **Figure 5**.



Figure 5: Personal Injury Accident (PIA) Data 2018 – 2022 (Source: Crashmap)

- 2.18 It is therefore concluded that there are no highway safety issues that would be exacerbated by the proposals or pose a threat to future site users.

3. PROPOSED DEVELOPMENT

- 3.1 The development proposals are for the redevelopment of the existing Johnson & Johnson offices to a residential development of 136 dwellings (82 open market and 54 affordable) at Pinewood Campus, Nine Mile Ride, Wokingham. The proposed layout is within **Appendix A**.

Access Arrangements

- 3.2 The existing access onto Nine Mile Ride will remain as existing. The proposed development would generate fewer vehicle trips than the existing use, and given the absence of any accident history, the access is considered to remain suitable for the proposed use.
- 3.3 No further assessment should therefore be necessary, however visibility splays of 2.4m x 120m have been demonstrated to be achievable, in accordance with the 40mph speed limit on Nine Mile Ride. This is attached as **Appendix B**.
- 3.4 The existing footway on the western side of the internal access road is 2m wide and would therefore be suitable for pedestrian use. WBC's development guidance sets out a policy for 100 dwelling developments requiring an emergency access. Given the site currently operates without an emergency access, and vehicle trips will be reducing, an emergency access is not considered to be strictly necessary. However, it is proposed to widen the existing footway to 3.7m to provide an alternative route in the eventuality that the main carriageway is blocked. The additional width will also provide a cycle route between the public highway and the main part of the development, clear of vehicular traffic.

Connectivity Improvements

- 3.5 WBC Core Strategy Policy CP6 states that permission will be granted for schemes that:
- a) *Provide for sustainable forms of transport to allow choice;*
 - b) *Are located where there are or will be... choices in the mode of transport available and which minimise the distance people need to travel;*
 - c) *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;*
 - d) *Provide appropriate vehicular parking having regard to car ownership;*
 - e) *Mitigate any adverse effects...*
 - f) *Enhance road safety; and*
 - g) *Do not cause highway problems or lead to traffic related environmental problems*

- 3.6 Given this, and following pre-application discussions with WBC, off-site highway improvements are proposed to aid walking and cycling connectivity. This includes:
- Direct link to Pinewood Centre
 - Improvements to the pedestrian crossing over Nine Mile Ride
 - Cycle link connection to Bracknell Forest network
 - Surfacing of Hatch Ride & crossing over Nine Mile Ride
- 3.7 The proposed site layout includes a connection on the eastern site boundary to the Pinewood Centre, owned by WBC. This will enable a direct route to the facilities and amenities located there, without requiring use of the public highway. In addition, this will provide more direct onwards connections to the proposed SANG at Newlands Farm (application reference 233185), as part of which a pedestrian footway is proposed to connect to the Pinewood Centre. Additionally, the proposed connection alongside the Old Wokingham Road Highway Improvements will allow future residents to access the LCWIP cycling and PROW Networks to sustainably connect the site to the employment area to the west of Bracknell and Wokingham via the forthcoming Strategic Development Location (SDL).
- 3.8 The existing pedestrian crossing over Nine Mile Ride forms part of the walking route to the nearby Primary School. It is proposed to extend the width of the crossing from 2m to 3m as shown in **Appendix C**. Based on OS mapping, there appears to also be scope to increase the length of the crossing from the existing 2.2m to 3m, which would be sufficient to accommodate the cycle design vehicle length of 2.8m set out in LTN 1/20. This would reduce the running lanes to 3.3m. The applicant is willing to deliver this if acceptable to WBC.
- 3.9 As shown in **Figure 3**, there is a gap in the cross boundary cycling network to the east of the Nine Mile Ride / Old Wokingham Road roundabout. The applicant is willing to provide improvements to the footway on the northern side of Old Wokingham Road, within Bracknell Forest district, to provide this missing link. The proposal is to match the existing infrastructure to the west, i.e. designate the footway as a shared cycle route, with white lining 0.5m offset from the kerb, meeting the absolute minimum horizontal separation for a 40mph road as required by LTN 1/20. In addition, cycle improvements have been considered at the crossing of Old Wokingham Road adjacent to the roundabout. As a result of spatial constraints, the improvements that appear to be deliverable are to surfacing and/or signage, which the applicant is also willing to deliver.
- 3.10 Finally, the LCWIP identifies minor junction improvements being necessary where Hatch Ride crosses Nine Mile Ride. An indicative design (attached as **Appendix C**) has been developed that the applicant is willing to deliver, to provide a parallel crossing. The crossing could take a range of different forms and

the applicant is therefore willing to discuss the precise details further. In association with this, the applicant is also willing to provide contributions to improve the surfacing of Hatch Ride, provided it meets the relevant obligation tests.

- 3.11 The improvements outlined above are more than sufficient to ensure that the development meets the planning requirements and enables a choice of sustainable travel modes. This is especially the case given the context of the extant consent and existing site use.

Internal Layout

- 3.12 Within the main part of the site, the spine road has been developed to limit vehicle speeds, with long straights avoided and build outs provided. Forward visibility splays and visibility at internal junctions are shown in **Appendix D**. Forward visibility has been provided in accordance with a 15mph speed which is considered to be appropriate given vehicles would slow on approach to the bend. All visibility splays at internal junctions have been demonstrated to be achievable with a design speed of 20mph.
- 3.13 The internal geometries accord with WBC guidance. The main spine road is provided at 5.5m wide with 2m footways. Shared surface streets within the site are proposed at 4.8m with an additional 2m service margin, and access mews are proposed at 4.5m.
- 3.14 Swept path analysis of Wokingham Borough Council's refuse vehicle has been undertaken (**Appendix D**) demonstrating the refuse vehicle is capable of serving the proposed development. Bin collection points are proposed where necessary, to meet requirements for a 25m drag distance for refuse operatives, and 30m drag distance for residents.
- 3.15 Vehicle tracking of a fire appliance is attached as **Appendix D** demonstrating this vehicle can safely enter/exit through the proposed access safely and is capable of reaching within 45m of all buildings, in accordance with Building Regulations (Document B).

Parking

- 3.16 Cycle parking will be provided for each property, either within garages or within rear gardens as indicated on the site layout. A dedicated communal cycle store is proposed for the flats. The level of provision will accord with the standards set out in WBC's Managing Development Delivery (MDD) document, i.e. 1 per flat, 1 per house with 1-3 habitable room, 2 per house with 4-5 habitable room, and 3 per house with 6 habitable rooms.

- 3.17 The level of car parking provision has also been informed by the standards in WBC's MDD document. The standards vary depending on the type of location, number of habitable rooms and whether the dwellings are flats or houses. For each dwelling type, a number of allocated spaces can be chosen, which then dictates the number of unallocated spaces required. Garages, if of a sufficient size, count as 0.5 of an allocated space, and therefore require an additional 0.5 unallocated space.
- 3.18 The residential car parking calculator has been completed for the proposed development, using the accommodation schedule. The site layout includes 228 allocated spaces, 46 garages and 57 unallocated spaces for a total of 331. The calculations shown in **Appendix E** demonstrate a total of 325 spaces are required and therefore no overspill parking will occur on the local road network.

4. HIGHWAY IMPACT

- 4.1 In order to determine the impact of the proposed development on the highway network, WBC's standard office and residential trip rates have been applied to the existing and proposed uses.

Existing Trip Generation

- 4.2 The WBC approved office trip rates and subsequent trip generation of the existing site use is outlined in **Table 2** below.

Existing Offices	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Totals
WBC Office Trip Rate per 100m ²	1.53	0.16	1.69	0.17	1.30	1.47
Trip Generation (11,348m ² office use)	174	18	192	19	148	167

Table 2: Existing Development Trip Generation – Office Use

Proposed Trip Generation

- 4.3 The WBC approved dwelling trip rates and subsequent trip generation of the proposed development, based on 136 dwellings, is outlined in **Table 3** below.

Proposed Development	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Totals
WBC Residential Trip Rate per dwelling	0.17	0.41	0.58	0.36	0.16	0.52
Trip Generation (136 dwellings)	23	56	79	49	22	71

Table 3: Proposed Development Trip Generation – Residential Use

Net Impact Assessment

- 4.4 Based on the likely trip generation of the existing site presented in **Table 2** and the proposed trip generation presented in **Table 3**, a net impact assessment is presented in **Table 4** below.

Existing Offices	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Totals
Previous Trip Generation - Offices	174	18	192	19	148	167
Proposed Trip Generation - Residential	23	56	79	49	22	71
Net Impact	-151	-38	-113	+30	-126	-96

Table 4: Net Trip Impact Assessment

- 4.5 The proposed development is forecast to result in a reduction of 97 vehicle trips in the AM peak period and 82 less vehicle trips in the PM peak period. On this basis the proposals are anticipated to result in a betterment in the operation of the local road network.
- 4.6 The National Planning Policy Framework (NPPF) (December 2024) states in paragraph 116 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'.
- 4.7 Therefore, based on the above trip generation assessment, the proposed development should not be prevented or refused on highways grounds.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Dandara and L&G in relation to a proposed residential development of 136 dwellings (82 open market and 54 affordable) at Pinewood Campus, Nine Mile Ride, Wokingham.
- 5.2 The application site currently comprises an office building occupied by Jonson & Johnson, large areas of hardstanding / car parking and a private multi use games area. The site is currently accessed via a priority junction with ghost island right turn lane and left turn diverge to the north of Nine Mile Ride (B3430).
- 5.3 The site is positioned within walking/cycling distance of several local amenities and services. These are within reasonable walking and cycling distance, using a variety of existing routes. There are no highway safety issues that would be exacerbated by the proposals or pose a threat to future site users. However, off site improvements are proposed to aid walking and cycling connectivity, including a direct link to the Pinewood Centre, improvements to the pedestrian crossing over Nine Mile Ride, delivery of a cycle link connection to Bracknell Forest network, surfacing of Hatch Ride and a new crossing over Nine Mile Ride to tie into the LCWIP network.
- 5.4 The existing access onto Nine Mile Ride will remain as existing. The proposed development would generate fewer vehicle trips than the existing use, and given the absence of any accident history, the access is considered to remain suitable for the proposed use.
- 5.5 The existing footway on the western side of the internal access road is 2m wide and would therefore be suitable for pedestrian use. WBC's development guidance sets out a policy for 100 dwelling developments requiring an emergency access. Given the site currently operates without an emergency access, and vehicle trips will be reducing, an emergency access is not considered to be strictly necessary. However, it is proposed to widen the existing footway to 3.7m to provide an alternative route in the eventuality that the main carriageway is blocked. The additional width will also provide a cycle route between the public highway and the main part of the development, clear of vehicular traffic.
- 5.6 Within the main part of the site, the spine road has been developed to limit vehicle speeds, with long straights avoided and build outs provided. The internal geometries accord with WBC guidance. Swept path analysis has been undertaken for refuse and fire vehicles. Car and cycle parking will be provided to accord with WBC standards.

- 5.7 The NPPF states 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. Given the reduction in trips generated by the site, the impact on the operation of the road network will be positive, and the existing access will remain suitable. On this basis, the application should not be refused on highways grounds.
- 5.8 The NPPF also sets out a requirement to identify and pursue opportunities to promote sustainable transport modes. A range of improvements are proposed to aid walking and cycling connectivity. On this basis WBC highways are invited to respond positively to the planning application.

Appendix A

Notes:
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P01 Issued for planning 17.03.26 ZP EC

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Project: "The Canopies"
Pinewood Campus
Nine Mile Ride - Wokingham

Drawing Title: SITE LAYOUT PLAN
WIDER CONTEXT

ARCHITECTURE

Rev	Description	Rev Date	Drawn By	Reviewed By
PIN100360	MCB - ZZ - ZZ - DR - A - 0230			D5 - P01
Project	Originator	Zone	Level	Type
				Discipline
				Number
				Suitability
				Revision

Appendix B



ACHIEVABLE VISIBILITY TO KERB LINE



2.4M X 120M VISIBILITY WITH 0.5M OFFSET IN SECONDARY DIRECTION

Project Name	PINEWOOD CAMPUS, NINE MILE ROAD, WOKINGHAM
Project Phase	PRELIMINARY

Title	VISIBILITY SPLAY ASSESSMENT
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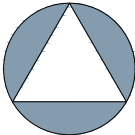
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NORTH

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0m 50m

1:1000



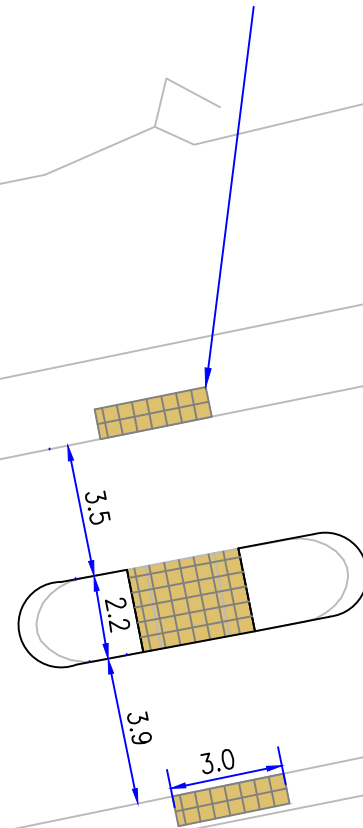
P01	FIRST ISSUE	11.02.26	LEJ	JNR
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
11.02.26	LEJ	JNR	-	
PBA Project Number		Scale	(AT A3)	
569.0001		1:1000		
PBA Drawing No:				Revision
569.0001-0004				P01

QMS2011/v9/020525/IDR

Appendix C



PROPOSED WIDENING OF EXISTING
TACTILE PAVING AND DROPPED
KERBS TO 3.0M



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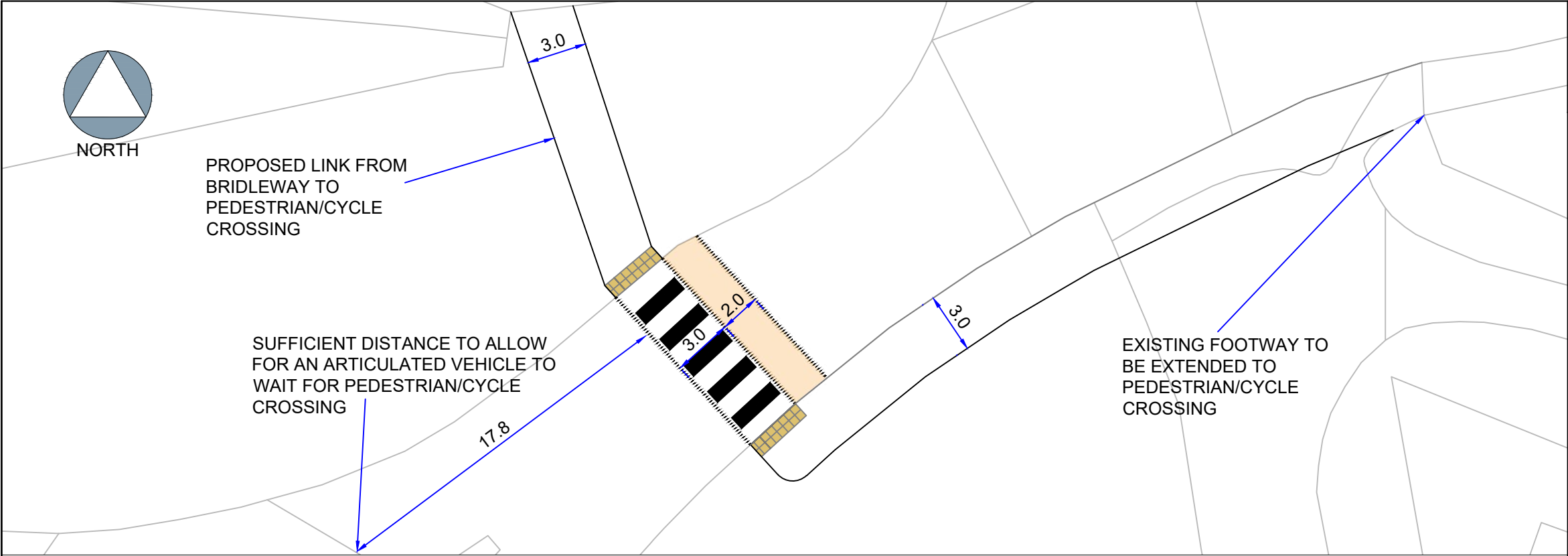
P01	FIRST ISSUE	14.11.25	LMR	JNR
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
14.11.15	LMR	JNR	-	
PBA Project Number		Scale	(AT A3)	
569.0001		1:200		
PBA Drawing No:			Revision	
569.0001.0002			P01	

Project Name
PINWOOD CAMPUS, NINE MILE
ROAD, WOKINGHAM

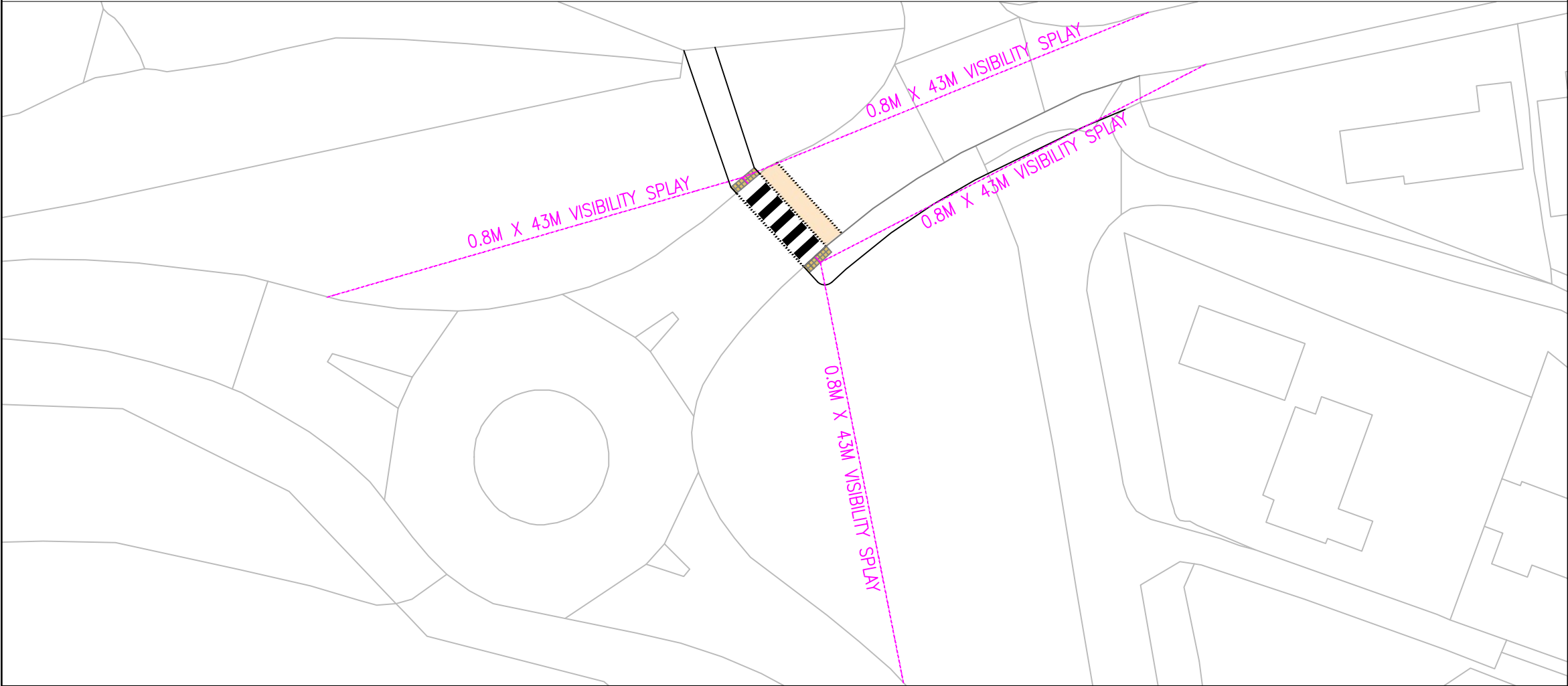
Project Phase
PRELIMINARY

Title
POTENTIAL EXISTING NINE
MILE ROAD PEDESTRIAN
CROSSING IMPROVEMENTS





POTENTIAL PEDESTRIAN/CYCLE CROSSING - GENERAL ARRANGEMENT



POTENTIAL PEDESTRIAN/CYCLE CROSSING - VISIBILITY SPLAYS

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0m10m

1:250

0m25m

1:500

P01	FIRST ISSUE	14.11.25	LMR	JNR
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
14.11.15	LMR	JNR	-	
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569.0001		AS SHOWN		
PBA Drawing No:			Revision	
569.0001.0001			P01	

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Client

dandara

Project Name

PINEWOOD CAMPUS, NINE MILE ROAD, WOKINGHAM

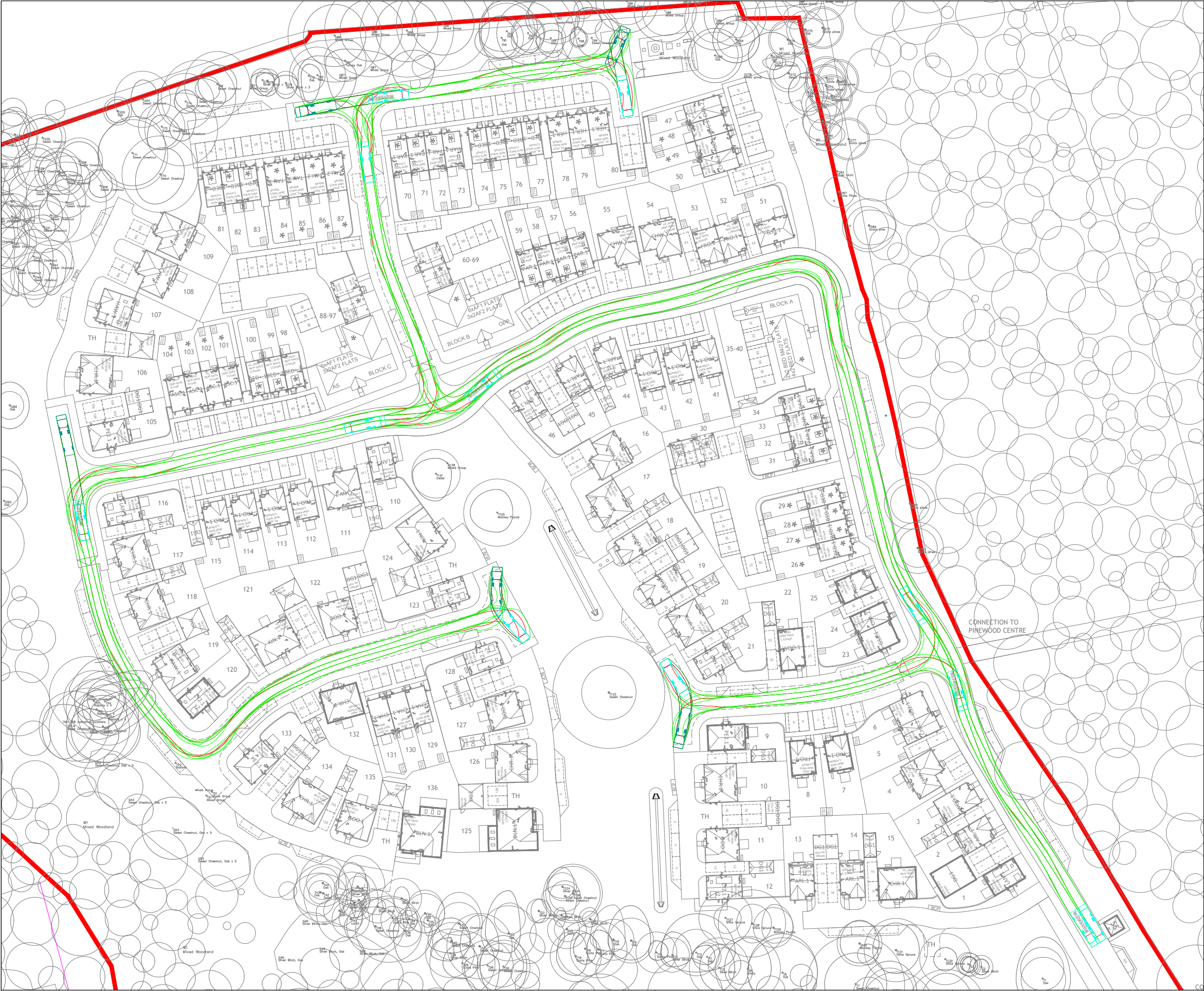
Project Phase

PRELIMINARY

Title

POTENTIAL NINE MILE ROAD PEDESTRIAN/CYCLE CROSSING

Appendix D

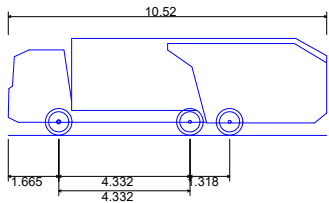


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VEHICLE PROFILE



Phoenix 2-23W (with Elite 2 6x2 RS chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m



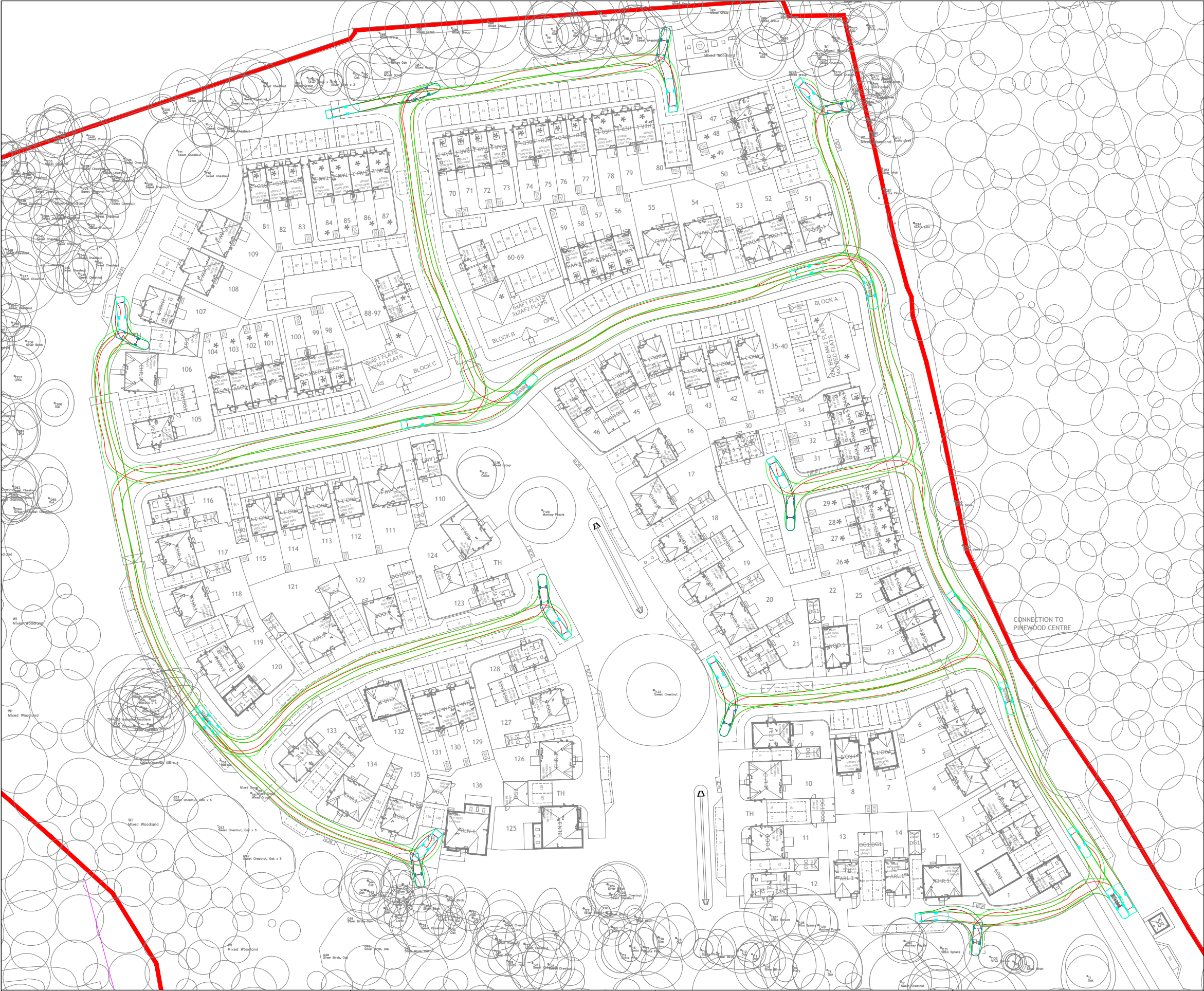
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PBA Project Number			Scale		
569.0001			1:1000 (AT A3)		
PBA Drawing No:				Revision	
569.0001-0005				P01	

Project Name	Title		Client	
PINEWOOD CAMPUS, NINE MILE ROAD, WOKINGHAM	INTERNAL REFUSE TRACKING ASSESSMENT		dandara	
Project Phase	Paul Basham Associates Ltd		The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ	
PRELIMINARY	01235 352150		info@paulbashamassociates.com www.paulbashamassociates.com	

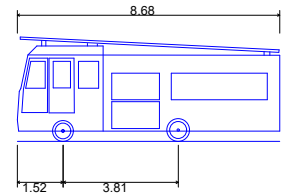


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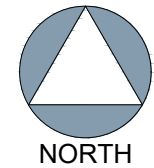
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VEHICLE PROFILE



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



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PBA Project Number		Scale	(AT A3)	
569.0001		1:1000		
PBA Drawing No:			Revision	
569.0001-0006			P01	

Project Name	INTERNAL FIRE APPLIANCE TRACKING ASSESSMENT
PINWOOD CAMPUS, NINE MILE ROAD, WOKINGHAM	
Project Phase	PRELIMINARY

Title
INTERNAL FIRE APPLIANCE TRACKING ASSESSMENT

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6. ALL INTERNAL VISIBILITY SPLAYS AT JUNCTIONS HAVE BEEN PROVIDED IN ACCORDANCE WITH A 20MPH DESIGN SPEED. FORWARD VISIBILITY HAS BEEN PROVIDED IN ACCORDANCE WITH A 15MPH DESIGN SPEED WHICH IS CONSIDERED TO BE APPROPRIATE DUE TO SLOWING OF VEHICLES ON APPROACH TO THE BEND.



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0m 50m
1:1000

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Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
18.03.26	LEJ	JNR	-	
PBA Project Number		Scale	(AT A3)	
569.0001		1:1000		
PBA Drawing No:			Revision	
569.0001-0007			P01	

Project Name	INTERNAL VISIBILITY ASSESSMENT
PINWOOD CAMPUS, NINE MILE ROAD, WOKINGHAM	
Project Phase	PRELIMINARY

Title
INTERNAL VISIBILITY ASSESSMENT



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dandara

Appendix E



PARKING DEMAND CALCULATION SHEET

Search your
development
location area
by postcode

RG403EW

enter
postcode
with no
spaces (e.g.

Find Postcode

Total number of
properties

Total allocated
spaces

Total unallocated
spaces

136
250
75
325

Select your
development
location from a
map

Access

click "access
map" and
click on
where your

Urban

Development location

Urban

Reset Sheet

Development composition

Property type	Tenure	no. habitable rooms	no. allocated spaces per property, excluding garages	Total number of properties	Total number of garages for property type
House or flat (choose from drop down list)	Owned or rented/shared (choose from drop down list)	1 to 4+ (choose from drop down list)	0-2		
Choose from drop down lists			Enter below		

unallocated spaces (including visitor parking and 50% for garages)	allocated spaces (including 50% garages)
--	--

Beds House type

2	Zb flat, belmont	Flat	owned	3	1	6	0	Urban Flat owned R3 1	2.4	6.0
2	Ascott	House	owned	4	1	6	3	Urban House owned R4 1	5.1	7.5
3	Frogmore, Gosford, Charle	House	owned	6	2	22	0	Urban House owned R6 2	6.6	44.0
3	Penshurst	House	owned	7	2	3	0	Urban House owned R7 2	1.2	6.0
4	Wooton	House	owned	7	2	4	4	Urban House owned R7 2	3.6	10.0
4	Chawton	House	owned	7	2	7	7	Urban House owned R7 2	6.3	17.5
4	Arlington	House	owned	6	2	5	5	Urban House owned R6 2	4.0	12.5
4	Goodwood	House	owned	8	2	4	4	Urban House owned R8 2	4.0	10.0
4	Lydford	House	owned	7	2	4	4	Urban House owned R7 2	3.6	10.0
5	Lancaster	House	owned	8	2	5	5	Urban House owned R8 2	5.0	12.5
5	Chartwell	House	owned	8	2	10	0	Urban House owned R8 2	5.0	20.0
5	Kingston	House	owned	8	2	2	4	Urban House owned R8 2	3.0	6.0
5	Grantham	House	owned	8	2	2	4	Urban House owned R8 2	3.0	6.0
5	Blenheim	House	owned	8	2	2	4	Urban House owned R8 2	3.0	6.0
1	AF1	Flat	shared/rental	2	1	12	0	Urban Flat shared/rental R2 1	3.6	12.0
2	AF2	Flat	shared/rental	3	1	6	0	Urban Flat shared/rental R3 1	1.8	6.0
2	Belmont	Flat	shared/rental	4	1	3	0	Urban Flat shared/rental R4 1	1.5	3.0
2	Bedford	House	shared/rental	4	1	4	0	Urban House shared/rental R4 1	2.0	4.0
2	Hertford	House	shared/rental	4	1	3	0	Urban House shared/rental R4 1	1.5	3.0
3	Taunton	House	shared/rental	5	2	4	0	Urban House shared/rental R5 2	1.2	8.0
3	Parham	House	shared/rental	5	1	4	0	Urban House shared/rental R5 1	2.4	4.0
3	Parham	House	shared/rental	5	2	8	0	Urban House shared/rental R5 2	2.4	16.0
4	Bedford Plus	House	shared/rental	6	2	10	0	Urban House shared/rental R6 2	3.0	20.0