



Pinewood Campus, Crowthorne

Transport Statement

Client: Legal and General Assurance (Pensions
Management) Ltd

i-Transport Ref: JCB/TH/RC/ITL200169-0001A

Date: 19 July 2024

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Quality Management

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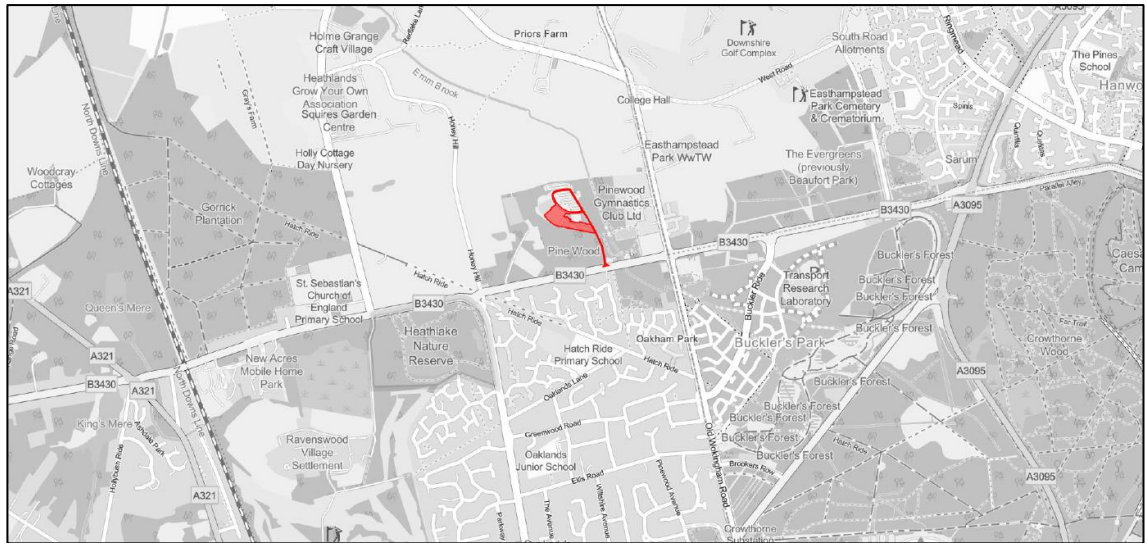
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TRICS Output

SECTION 1 Introduction

- 1.1 Legal and General Assurance (Pensions Management) Ltd are proposing to change the current use of Pinewood Campus, Crowthorne from office (Class E) to residential (Class C3). To support the prior approval application, this Transport Statement (TS) has been prepared to assess the transport impacts of the proposed development, which will replace the extant office use and provide circa 100 residential apartments.
- 1.2 The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), Schedule 2, Part 3, Class MA (GDPO) constitutes the following:
- “Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 of Schedule 1 to that order.”***
- 1.3 The legislation also states that development under Class MA is permitted subject to the following conditions:
- “Before beginning development under Class MA, the development must apply to the local planning authority for a determination as to whether a prior approval of the authority will be required as to –***
- a) Transport impacts of the development particularly to ensure safe site access;***
- b) (....)”***
- 1.4 This Transport Statement has been prepared to assess the traffic impacts of the proposed development under Class MA and demonstrates that the conversion of the building will not result in any adverse highway safety impacts and that it is acceptable as permitted development.
- 1.5 The site is located on Nine Mile Ride to the north of the Ravenswood area and Crowthorne within Wokingham Borough Council (WBC), who are the local planning and highway authority.
- 1.6 A site location plan is presented at **Figure 1** below.

Figure 1: Site Location Plan



1.7 This TS tests the proposal against the four key transport tests set out in paragraph 114 of the National Planning Policy Framework (NPPF). These tests are reflected in local transport policy and can be summarised as follows:

- Will the opportunities for sustainable travel be taken up appropriately?
- Will safe and suitable access be provided?
- Will the design be acceptable?
- Will the traffic impacts be acceptable?

1.8 There will be fewer vehicle movements using the (safe) existing access and fewer traffic movements on the local highway network than compared with the fallback position of reuse of the site for its extant office use. The proposal is beneficial in this regard. The site is also acceptably located for residential development – there is good potential for walking and cycling to local facilities and services, and bus use for journeys further afield.

1.9 The remainder of the TS is structured as follows:

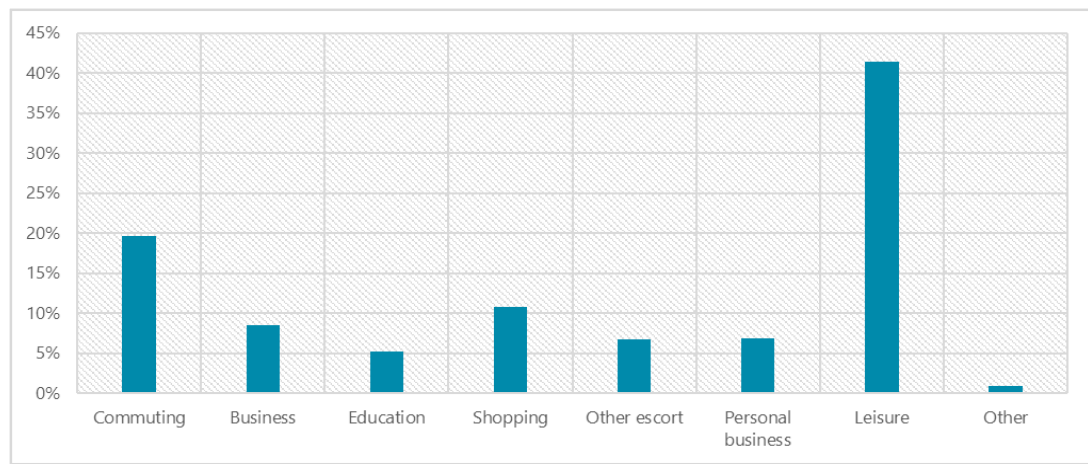
- **Section 2** – identifies the opportunities for sustainable travel within vicinity of the site;
- **Section 3** – presents the development proposal and site access strategy;
- **Section 4** – contains an assessment of the traffic impact of the proposal; and
- **Section 5** – provides a summary and conclusion of the TS.

SECTION 2 Sustainable Transport Opportunities

2.1 Why do people travel?

2.1.1 The National Travel Survey (NTS) identifies trips made by journey purpose and is presented in **Image 2.1**. This confirms most (41%) trips are undertaken for leisure purposes, with smaller proportions (20%) made for commuting, and retail trips (11%).

Image 2.1: National Travel Survey – Trips by Journey Purpose

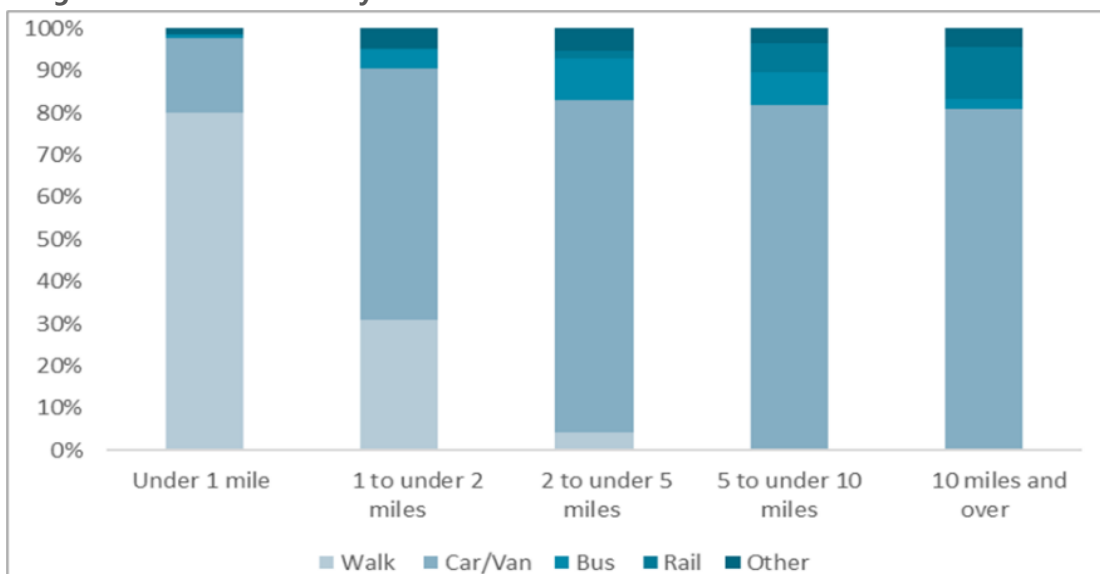


Source: NTS (2019)

2.2 How far will people walk and cycle?

2.2.1 The NTS also identifies the mode share of journeys of different lengths and is presented in **Image 2.2**. This confirms most (80%) trips up to one mile (1.6km) are undertaken on foot.

Image 2.2: Mode of Travel by Distance



Source: National Travel Survey, England 2019

2.2.2 Journeys to facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be comfortably made by walking. However, 1.6km is not the maximum walking distance. Historically, the Design Manual for Roads and Bridges (DMRB) TD91/05 "Provision for Non-Motorised Users" states:

"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can be undertaken as a leisure activity, often over longer distances."

2.2.3 Whilst TD91/05 has been superseded, there is no evidence to suggest that is not still the case. On this basis, it is reasonable to consider a journey of 2 miles (3.2km) as a 'maximum' walking distance for most day-to-day journeys. The following distances have been used for assessing the site walking journeys:

- Up to 1.6km – comfortable walking distance; and
- Up to 3.2km – maximum walking distance.

2.2.4 The DfT's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

"... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school."

2.2.5 On this basis, 8km (5 miles) is a reasonable cycle distance.

2.3 What journeys can be made by walking or cycling?

What's within walking and cycling distance?

2.3.1 **Figure 2** and **Table 2.1** demonstrate the facilities and services that are within an acceptable walking and cycling distance from the site. These distances have been measured from the centre of the site and utilise the existing walking and cycling network.

Figure 2 – Local Facilities Plan

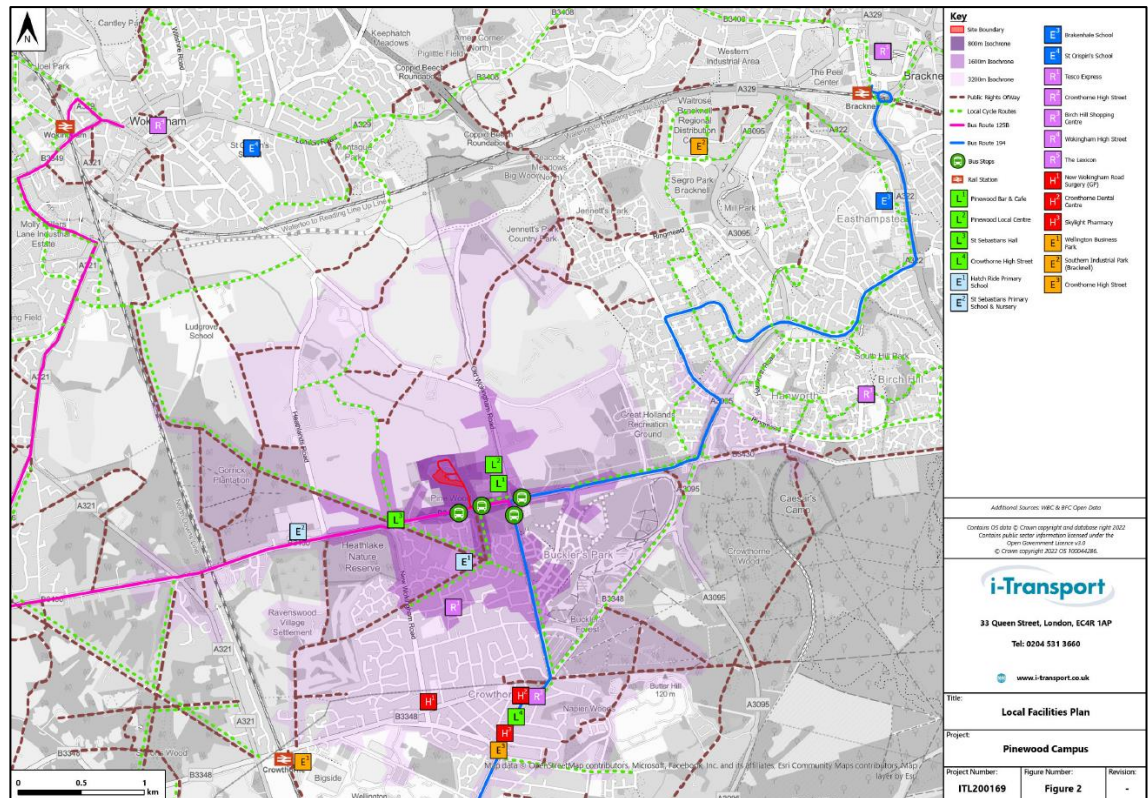


Table 2.1: Local Facilities Summary Table

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Pinewood Bar & Café	950	11	4
	Pinewood Local Centre	950	11	4
	St Sebastians Hall	950	11	4
	Crowthorne High Street	2350	28	9
Education	Hatch Ride Primary School	1000	12	4
	St Sebastians Primary School & Nursery	1750	21	7
	Brakenhale Secondary School	5050	60	19
	St Crispins Secondary School	5050	60	19
Retail	Tesco Express	1550	18	6
	Crowthorne High Street	2350	28	9
	Birch Hill Shopping Centre	3950	47	15
	Wokingham High Street	5050	60	19
	The Lexicon	6150	73	23

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Healthcare	New Wokingham Road Surgery (GP)	2350	28	9
	Crowthorne Dental Centre	2350	28	9
	Skylight Pharmacy	2550	30	10
Employment	Wellington Business Park	3350	40	13
	Southern Industrial Park (Bracknell)	5150	61	19
	Crowthorne High Street	2350	28	9
Transport	Pinewood Campus Bus Stops	500	6	2
	Pinewood Crossroads Bus Stops	675	8	3
	Crowthorne Railway Station	3350	40	13
	Bracknell Station	5850	70	22
	Wokingham Station	5550	66	21

Key:

- Within 1.6km – an “reasonable” walking distance
- Within 3.2m – a “maximum acceptable” walking distance
- Within 8km – a “reasonable” cycling distance

2.3.2 There are a number of leisure facilities within a reasonable walking distance, which accounts for 41% of all trips. There are also retail facilities within a maximum acceptable walking distance (accounting for 11% of journey purposes) as well as local schools (5% of journey purposes).

2.3.3 There is a good range of local facilities and services which are within an acceptable walking or cycling distance from the site, enabling most journeys to be undertaken by active modes.

How will people walk and cycle to local destinations?

2.3.4 The main access to the site is from Nine Mile Ride and will be retained. There is street lighting and a continuous footway provided to the south of the carriageway, with dedicated crossing points benefiting from dropped kerbs and tactile paving on the existing access, and to traverse Nine Mile Ride.

2.3.5 Nine Mile Ride routes south towards Crowthorne, via residential streets and the existing public right of way network. There is also consistent pedestrian infrastructure to the east of the site access, routing towards central Bracknell and local bus stops.

2.3.6 Wokingham promotes a number of cycle routes within the local area. The WBC published map is presented in **Image 2.3** below, highlighting the routes within vicinity of the site.

Image 2.3: WBC Cycle Routes



Source: MyJourneyWokingham, 2022

2.3.7 The above map highlights the following routes:

- Off-carriageway cycle provision between the site access and the Pinewood Crossroads to the east.
- Unsurfaced / 'quiet links' between Old Wokingham Road / Nine Mile Ride and routing north-west towards Wokingham.

Public Rights of Way

2.3.8 There are several Public Rights of Way (PRoW) within vicinity of the site that provide connectivity between the site and key local facilities and services, as listed below. This includes bridleways and Byways Open to All Traffic (BOAT's) that are suitable for cyclists to make use of.

- **Footpath WOKW 33** – Routes from Nine Mile Ride to Hatch Ride, providing a direct connection to Hatch Ride Primary School, and benefitting connectivity towards Crowthorne. A section of this route is shown in **Image 2.4** overleaf.
- **BOAT WOKW 28** – 'Hatch Ride' – routes from Hatch Ride primary school via Gorrick Woods Path to Luckley Road to the north west. This aids connectivity towards Wokingham town centre. A section of this route is shown in **Image 2.5** overleaf.
- **BOAT WOKW 29** – routes south-west from Hatch Ride along Oaklands Lane to New Wokingham Road. This aids connectivity towards Crowthorne. Shown in **Image 2.6**.

Image 2.4: Footpath WOKW 33



Image 2.5: Hatch Ride (BOAT WOKW 28)



Image 2.6: Oaklands Lane (BOAT WOKW 29)



2.3.9 As shown, local trips by walking and cycling are supported by the existing network. Residents would be able to cycle towards Crowthorne High Street and Wokingham Town Centre using a mixture of on and off-carriageway provision, as well as the local public right of way network.

2.4 What long journeys can be made by public transport?

2.4.1 As identified in **Table 2.1**, most journeys purposes can be made locally by active travel modes. However, some longer journeys will need to be made, including for employment purposes, which accounts for 20% of all journeys. This section considers the opportunities for these journeys to be undertaken by public transport.

2.4.2 To help understand local travel behaviours, the location of work for those living within the area has also been reviewed, as shown in **Table 2.2**. The data identifies that a high proportion of residents work locally, with 51% travelling to work within Bracknell and Wokingham.

2.4.3 London boroughs are the following most popular destination accounting for 9% of journeys. Central London can be accessed by train in 65 minutes from Bracknell Station, which is approximately 6km from the site. This is a realistic cycling distance, and local bus services also provide a direct connection to the station.

Table 2.2: Local Location of Work

Key Destination	% Split
Bracknell	27%

Key Destination	% Split
Wokingham	24%
London	9%
Reading	6%
Windsor & Maidenhead	6%
Surrey Heath	4%
Rushmoor	3%
Slough	2%
Runnymede	1%
Other	14%
Total	100%

Source: NOMIS 2011 – WU03EW - Location of usual residence and place of work by method of travel to work

Bus Travel

- 2.4.4 The nearest bus stops are located approximately 120m from the site access on Nine Mile Ride. The stops are served by the 125B route between Wokingham and Crowthorne. The 125B bus route currently runs two outbound services at 16:45 and 17:45.
- 2.4.5 Further bus stops are provided approximately 370m from the site access, at Pinewood Crossroads. These stops are served by the 194-bus route, which runs on a half-hourly basis between Bracknell and Camberley.
- 2.4.6 A summary of the local bus services is presented in **Table 2.3**.

Table 2.3: Bus Service Summary

Bus Service	Route	Frequency		
		Weekday	Saturday	Sunday
125B	Crowthorne - Wokingham	Two evening services departing at 16:45 and 17:45	-	-
	Wokingham - Crowthorne	Two morning services arriving at 07:37 and 08:45	-	-
194	Bracknell - Camberley	Half hourly between 06:05 - 18:32, then every 45-60 minutes until 22:45	Half hourly between 06:24 - 18:39, then every hour until 22:45	Hourly between 09:10 – 18:10
	Camberley - Bracknell	Half hourly between 06:31 - 18:48, then every 45-60 minutes until 22:09	Half hourly between 07:31 - 18:57, then every hour until 22:09	Hourly between 09:23 – 18:23

Source: thamesvalleybuses.com

2.4.9 As demonstrated in **Table 2.2**, 51% of work destinations are located in Bracknell and Wokingham for existing residents within the local area. **Table 2.3** summarises the local bus services and demonstrates that Bracknell and Wokingham are well-served by the 125B and 194 bus.

Rail Travel

2.4.10 There are three railway stations within vicinity of the site, including:

- Crowthorne is the closest station to the site, situated 3.4km to the south. There are 24 cycle spaces and a 42-space car park. It is accessible via a 13-minute cycle.
- Wokingham railway station is also located approximately 5.5km to the north-west of the site and lies on the Reading to London Waterloo line. The station provides 118 cycle parking spaces and 531 car parking spaces. The station can be accessed via a 40-minute journey using the local bus service, or a 21-minute cycle.
- Bracknell railway station is located approximately 5.8km to the north-east of the site, also on the Reading to London Waterloo line.

2.4.11 **Table 2.4** summarises the details and frequencies of rail services from Crowthorne, Bracknell and Wokingham stations during both peak and off-peak periods.

Table 2.4: Rail Service Summary

Station	Destination	Typical Weekday Frequency (p/h)		Average Journey Duration
		Peak	Off- Peak	
Crowthorne	Redill	2	2	1 hour 6 minutes
	Shalford	2	1	35 minutes
	Guildford	2	1	30 minutes
	Reading	2	1	14 minutes
	Wokingham	2	1	5 minutes
Bracknell	Bracknell	2	2	6 minutes
	Reading	3	2	22 minutes
	London Waterloo	4	3	1 hour 9 minutes
Wokingham	Bracknell	2	2	6 minutes
	Reading	3	2	12 minutes
	London Waterloo	4	3	1 hour 11 minutes

Source: National Rail Enquiries

- 2.4.12 The railway stations at Crowthorne, Bracknell and Wokingham provide frequent services to a number of key destinations, including London, Guildford and Reading. This provides a realistic opportunity for future residents and visitors to travel further afield on a frequent basis, for commuting or leisure trips.
- 2.4.13 It is noted that 15% of all work trips are made to either London or Reading, which are well-served by the rail services available from Bracknell, Crowthorne and Wokingham. On this basis, rail travel provides a reasonable alternative to the private car for these destinations.

2.5 **Summary**

- 2.5.1 The site is well located to offer residents a choice of sustainable modes of travel. There are several amenities and facilities within walking and cycling distance, particularly towards Crowthorne High Street. This includes opportunities for retail and leisure, which accounts for a combined total of 52% of all journey purposes.
- 2.5.2 It is noted that 20% of all trips are made for employment purposes. Within the local area, 66% of work destinations are accessible via the local public transport network (Bracknell and Wokingham via bus, with London and Reading via rail).
- 2.5.3 The public transport network is easily accessible with bus stops on Nine Mile Ride a short distance away, and rail stations in Crowthorne, Bracknell and Wokingham, enabling longer journeys to be undertaken sustainably.

SECTION 3 Access, Site Layout, Parking and Servicing

3.1 Pedestrian and Cycle Access

- 3.1.1 Pedestrians and cyclists will be able to access the site via the existing access arrangements which include connections to the existing footway / cycle infrastructure along Nine Mile Ride.
- 3.1.2 There is an existing pedestrian refuge to the east of the Nine Mile Ride junction. This has dropped kerbs and tactile paving. This crossing facility and the surrounding footways are shown in **Image 3.1** below.

Image 3.1: Crossing Facility on Nine Mile Ride



- 3.1.3 The existing site access ties into the off-carriageway cycle provision that routes east towards Pinewood Crossroads. To the west, cycle provision is off-carriageway.

3.2 Vehicular Access

- 3.2.1 The vehicular access for the site will remain in its current form, connecting to Nine Mile Ride. An image of the existing site access arrangement is shown in **Image 3.2** below.

Image 3.2: Site Access / Nine Mile Ride Junction



Visibility

- 3.2.2 The current site access arrangement retains good eastbound and westbound visibility. This is demonstrated in **Images 3.3** and **3.4** below.

Image 3.3: Site Access / Eastbound Visibility



Image 3.4: Site Access / Westbound Visibility



3.3 Site Layout, Parking and Servicing

3.3.1 The existing site provides ample car parking, accommodates deliveries by large vehicles and has refuse collected on-site. These arrangements will be retained for the proposed change of use and will be more than sufficient to serve the residential use.

Parking

3.3.2 The existing parking arrangement will be retained as part of the change in use. The site falls within the 'Urban' classification, as set out within the Parking Strategy Plan contained within the WBC MDD Document (adopted February 2014). This has been extracted and provided below at **Image 3.5**. Based on this, the required level of parking is set out below in **Table 3.1**.

Image 3.5: Wokingham Parking Standards

Table C3 -1: Flats Owned unallocated parking demand										
	Allocated	Unallocated demand								
		0	1	2	0	1	2	0	1	2
No of Habitable Rooms	No of Bedrooms	Urban			Town and Fringe			Village		
1	studio	0.7	0.0		0.7*	0.0*		0.7*	0.0*	
2	1	1.0	0.2	0.0	1.0*	0.2*	0.0*	0.3	0.0	0.0
3	1-2	0.9	0.2	0.0	0.9*	0.2*	0.0*	0.6	0.1	0.0
4	2	1.0	0.2	0.0	1.0*	0.2*	0.0*	1.1	0.3	0.0
5 or more	2-3	1.2	0.4	0.1	1.2*	0.4*	0.1*	1.5	0.5	0.0

Source: WBC MDD – Appendix 2 Section 1.12

Table 3.1: Parking Demand

Room Sizes	Unallocated Parking Demand	Proposed Development Dwellings	Actual Parking Demand
Studio	0.7	0	0
1	1	48	48
1 to 2	0.9	0	0
2	1	61	61
2 to 3	1.2	0	0
Total	-	109	109

3.3.3 Based on the above standards, the proposed conversion under Class MA of the GDPO will require a total of 109 unallocated parking spaces. The current layout which is to be retained provides a total of 126 parking spaces, including 7 disabled bays. On this basis, there will be ample parking available to accommodate demand generated by the development.

Cycle parking

- 3.3.4 WBC have adopted a Parking Strategy Plan, which is contained within the WBC MDD Document (adopted February 2014). This sets out the required level of cycle parking for residential developments. For flats, this provision is presented in **Image 3.5** below.

Image 3.5: Cycle Parking Standards

User Class	Car Parking Allocation	Cycle Parking Allocation	Powered Two Wheeler (PTW) Parking	Disabled Parking
C3 – Flats 1 or 2 habitable rooms	See advice regarding levels of allocated and unallocated parking above	1 per dwelling	1 space per 20 car parking spaces up to 100 car parking spaces. 1 space per 40 car parking spaces thereafter.	
C3 – Flats 3 habitable rooms		1 per dwelling		
C3 – Flats 4 or more habitable rooms		2 per dwelling		
C3 – Houses 1 or 2 habitable rooms	See advice regarding levels of allocated and unallocated parking above	1 per dwelling		
C3 – Houses 3 habitable rooms		1 per dwelling		
C3 – Houses 4 or 5 habitable rooms		2 per dwelling		
C3 – Houses 6 habitable rooms		3 per dwelling		

Source: WBC MDD Document (adopted February 2014).

- 3.3.5 Based on the above standards, the required level of parking is presented in **Table 3.2** below.

Table 3.2: Cycle Parking Demand

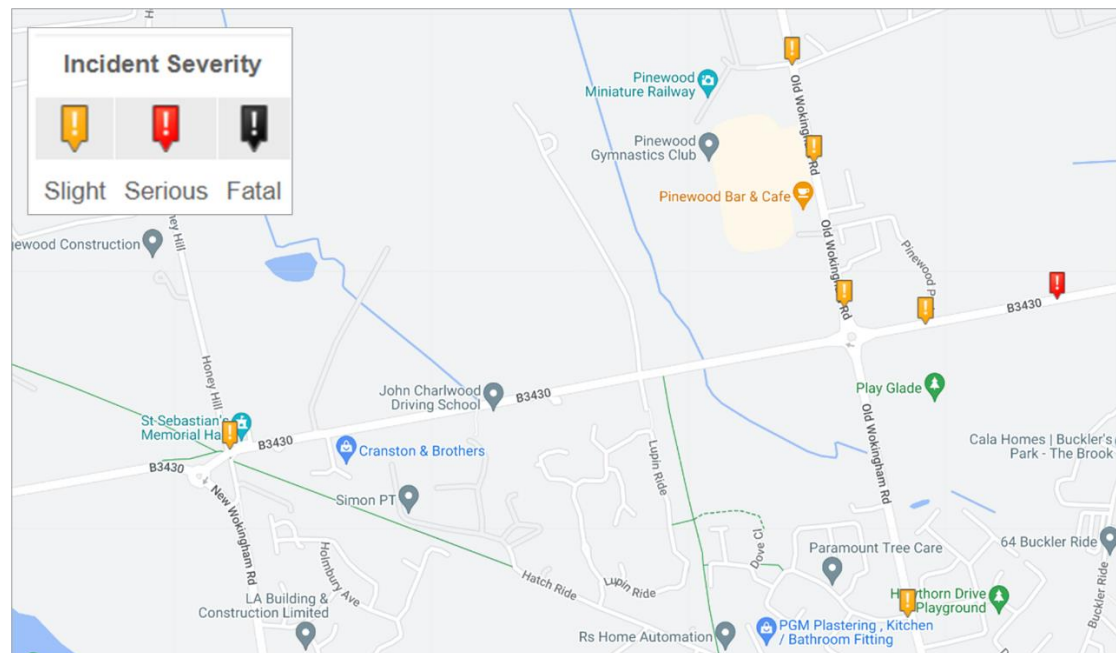
Habitable Rooms	Cycle Parking Requirement	Proposed Unit Numbers	Cycle Parking Demand
3	1	48	48
4	2	61	122
Total	-	109	122

- 3.3.6 The above table demonstrates a requirement of 122 cycle parking spaces. The proposal includes 140 secure, covered cycle parking spaces. The required level of cycle parking will be met.

3.4 Safety Record

3.4.1 Crashmap has been consulted for the latest five-year period, and it demonstrates that there have been no incidents along the site frontage, or within 250m of the existing site access. An extract of CrashMap is presented below in **Image 3.6**.

Image 3.6: CrashMap Extract



Source: Crashmap

3.4.2 There is no existing safety issue with the current site access, which will be retained as part of the redevelopment proposals.

3.5 Summary

3.5.1 The site layout provides a level of vehicular and cycle parking that exceeds the required minimum standards set out by WBC. The existing servicing arrangements will also be retained which will be more than sufficient to serve the proposed residential use.

3.5.2 There have been no accidents within 250m of the site access, indicating that the existing arrangement is suitable and safe, therefore appropriate to be retained for the development.

SECTION 4 Trip Generation and Impact Assessment

4.1 Existing Trip Generation

4.1.1 The site currently comprises a three-storey commercial building, totalling to 11,437.5square metres. To determine the existing trip generation of the site, the TRICS database has been used with the following parameters:

- **Land use category:** Employment, Offices
- **Size Range:** 5,000-20,000 square metres
- **Date range:** Only recent surveys since January 2016 were included (TRICS default) excluding surveys undertaken during Covid-19 restrictions; and
- **Location:** Edge of town centre, the suburban area and edge of town classifications were included (within England and excluding Greater London).

4.1.2 **Table 4.1** outlines the resultant vehicular trip rates, with a full copy of the TRICS data provided within Appendix A.

Table 4.1: TRICS Trip Rates and Trip Generation

	AM Peak			PM Peak			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rate (per 100 sqm)	0.592	0.086	0.678	0.086	0.459	0.545	1.977	1.97	3.947
Trip Generation (based on 11,438 sqm)	68	10	78	10	53	62	226	225	451

Source: TRICS

4.1.3 The above table demonstrates that the current site can generate approximately 78 vehicular movements during the morning peak period, equating to roughly 1 vehicle every 80 seconds. In the evening peak period, the site can currently generate 53 movements during the evening peak period, equating to roughly 1 vehicle movement per minute. Throughout the day, the site will generate 451 two-way vehicular trips.

4.2 Proposed Trip Generation

4.2.1 The application is seeking a change in use from offices to provide circa 109 residential apartments (use class C3). To determine the future trip generation, the TRICS database has been used with the following parameters:

- **Land use category:** C3, privately owned flats

- **Size Range:** 50-150 residential dwellings
- **Date range:** Only recent surveys since January 2016 were included (TRICS default) excluding surveys undertaken during times during Covid-19 restrictions; and
- **Location:** Edge of Town centre, the suburban area and edge of town classifications were included (within England and excluding Greater London).

4.2.2 **Table 4.2** outlines the resultant vehicular trip rates, with a full copy of the TRICS data provided within Appendix A. For robustness, all flats are presented as privately owned.

Table 4.2: TRICS Trip Rates and Trip Generation

	AM Peak			PM Peak			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rate	0.056	0.167	0.223	0.138	0.071	0.209	0.939	0.993	1.932
Trip Generation	6	19	25	15	8	23	104	110	214

Source: TRICS & consultants calculations

4.2.3 The above table demonstrates that the proposed change in use will generate 23-25 two-way movements during the morning and evening peak period, equating to roughly 1 vehicle movement every 3 minutes. Over the course of the day, the development will generate 214 two-way movements.

4.3 Net Additional Trip Generation

4.3.1 The net traffic impact is presented in **Table 4.3** below.

Table 4.3: Net Trip Generation

	AM Peak			PM Peak			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Generation	-61	9	-53	5	-45	-39	-122	-115	-237

Source: TRICS & consultants calculations

4.3.2 The above table demonstrates that the conversion will generate a reduced number of trips, by 53 vehicles during the morning peak period, and 39 vehicles in the evening peak period. On this basis, a reduction in vehicle trips provides a positive impact on the local highway network.

4.4 Summary

4.4.1 The NPPF sets out 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.”

- 4.4.2 Given that the development would result in fewer vehicle movements using the existing access and fewer traffic movements on the local highway network than the existing / fall-back option of the extant office use, the site should be considered as acceptable.

SECTION 5 Summary and Conclusion

- 5.1 Legal and General Assurance (Pensions Management) Ltd propose a change of use scheme at the Pinewood Campus site on Nine Mile Ride to the north of the Ravenswood area, to the north of Crowthorne. The proposal is to convert the existing building from Use Class C3 to provide 109 no. dwellings under Class MA of the GDPO.
- 5.2 The proposal complies with the key transport tests set out in paragraph 114 of the NPPF:
- i The site is well located for the opportunities for sustainable travel to be taken up appropriately - there is a good range of local facilities and services within close proximity of the site, including opportunities for leisure, retail, education, healthcare and employment within reasonable walking and cycling distances. Active travel modes are supported by good quality walking and cycling routes, with suitable infrastructure including surfacing, street lighting, dropped kerbs and tactile paving.
 - ii Safe and suitable access will be provided through re-use of the existing ghost-island right turn lane access onto Nine Mile Ride. That junction accommodates a much higher level of traffic with the extant office use. It includes pedestrian crossing facilities to connect the site with Ravenswood and its local facilities and services.
 - iii The existing site provide ample car and cycle parking (above the level required by WBC's standards) and make appropriate provision for deliveries and refuse collection. It complies with guidance in this regard.
 - iv The proposal is beneficial in traffic impact terms – it will result in a significant reduction in the traffic generating potential of the site.
- 5.3 The proposed change of use is therefore acceptable in transport terms. Fundamentally, it passes well below the 'high bar' test set by paragraph 115 of the NPPF: ***"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."***
- 5.4 Beneficial impacts necessarily pass this test.
- 5.4.1 Overall, the change of use is acceptable in transport and highways terms as there will be no material traffic impact on the local highway, therefore, no further approval of highway and transport is required.

FIGURES



Key
 Site Boundary

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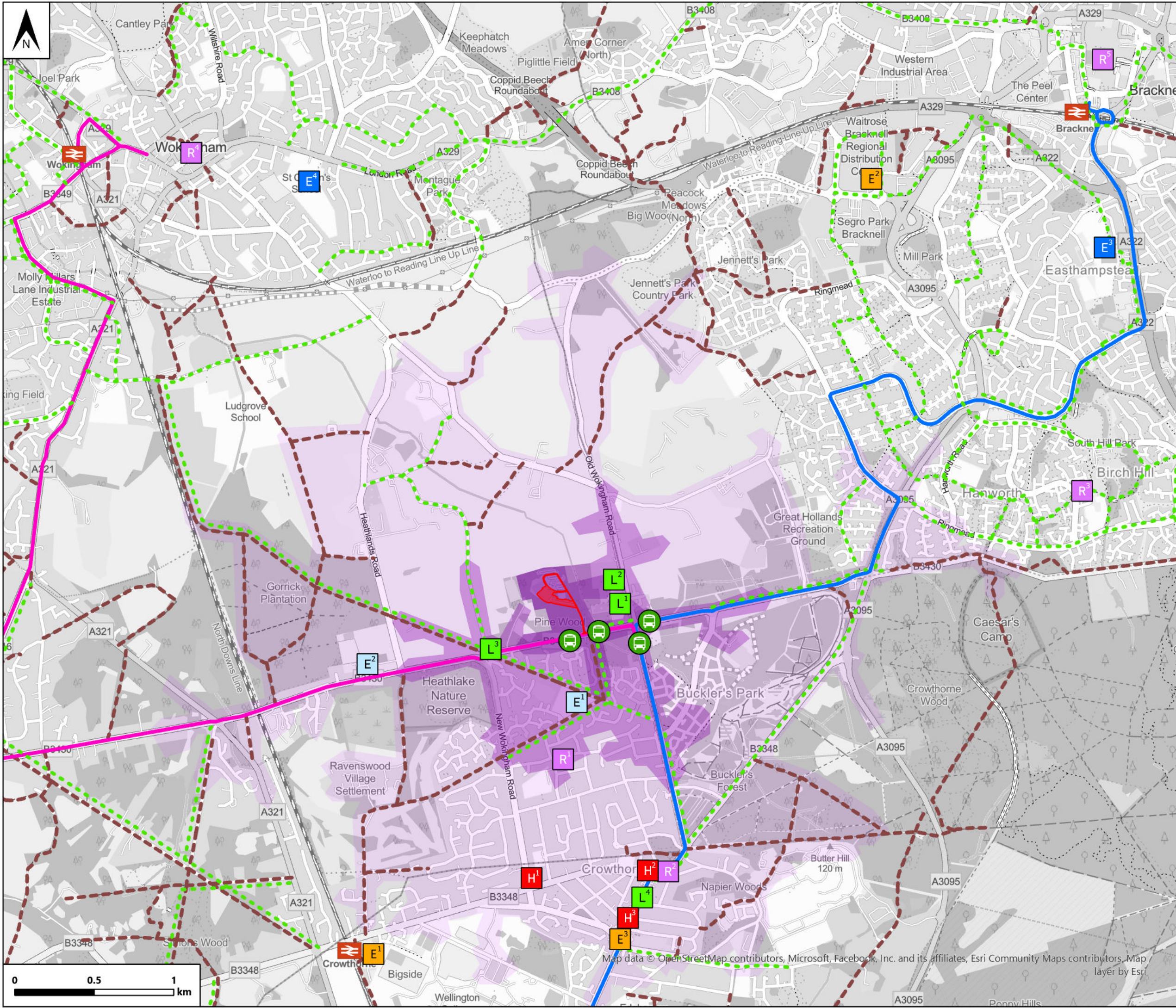


33 Queen Street, London, EC4R 1AP
Tel: 0204 531 3660
 www.i-transport.co.uk

Title: **Site Location Plan**

Project: **Pinewood Campus**

Project Number:	Figure Number:	Revision:
ITL200169	Figure 1	-



Key

- Site Boundary
- 800m Isochrone
- 1600m Isochrone
- 3200m Isochrone
- Public Rights Of Way
- Local Cycle Routes
- Bus Route 125B
- Bus Route 194
- Bus Stops
- Rail Station
- Pinewood Bar & Cafe
- Pinewood Local Centre
- St Sebastians Hall
- Crowthorne High Street
- Hatch Ride Primary School
- St Sebastians Primary School & Nursery
- Brakenhale School
- St Crispin's School
- Tesco Express
- Crowthorne High Street
- Birch Hill Shopping Centre
- Wokingham High Street
- The Lexicon
- New Wokingham Road Surgery (GP)
- Crowthorne Dental Centre
- Skylight Pharmacy
- Wellington Business Park
- Southern Industrial Park (Bracknell)
- Crowthorne High Street

Additional Sources: WBC & BFC Open Data

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Tel: 0204 531 3660

www.i-transport.co.uk

Title:

Local Facilities Plan

Project:

Pinewood Campus

Project Number:	Figure Number:	Revision:
ITL200169	Figure 2	-

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APPENDIX A. TRICS Output

Calculation Reference: AUDIT-236601-240719-0744

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days

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

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Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 5025 to 15000 (units: sqm)
 Range Selected by User: 5000 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/05/22

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

Selected survey days:

Tuesday 3 days
 Wednesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2
 Edge of Town 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 1
 Commercial Zone 1
 Development Zone 1
 Built-Up Zone 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

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LIST OF SITES relevant to selection parameters

1	MS-02-A-02 MOUNT PLEASANT LIVERPOOL	SCIENCE PARK OFFICES		MERSEYSIDE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	11250 sqm		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	
2	MS-02-A-04 MANN ISLAND LIVERPOOL	OFFICES		MERSEYSIDE
	MANN ISLAND Edge of Town Centre Development Zone			
	Total Gross floor area:	15000 sqm		
	Survey date: TUESDAY	05/04/22	Survey Type: MANUAL	
3	NM-02-A-01 THE LAKES NORTHAMPTON	OFFICES		WEST NORTHAMPTONSHIRE
	Edge of Town Commercial Zone			
	Total Gross floor area:	9225 sqm		
	Survey date: THURSDAY	22/10/20	Survey Type: MANUAL	
4	WO-02-A-03 STOURPORT ROAD KIDDERMINSTER	IT SERVICES		WORCESTERSHIRE
	Edge of Town Industrial Zone			
	Total Gross floor area:	5945 sqm		
	Survey date: TUESDAY	13/10/20	Survey Type: MANUAL	
5	WS-02-A-06 YEOMAN ROAD WORTHING	SOUTHERN WATER OFFICES		WEST SUSSEX
	Edge of Town No Sub Category			
	Total Gross floor area:	5700 sqm		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	9244	0.287	4	9244	0.046	4	9244	0.333
08:00 - 09:00	5	8584	0.592	5	8584	0.086	5	8584	0.678
09:00 - 10:00	5	8584	0.329	5	8584	0.093	5	8584	0.422
10:00 - 11:00	5	8584	0.112	5	8584	0.065	5	8584	0.177
11:00 - 12:00	5	8584	0.089	5	8584	0.089	5	8584	0.178
12:00 - 13:00	5	8584	0.093	5	8584	0.170	5	8584	0.263
13:00 - 14:00	5	8584	0.137	5	8584	0.149	5	8584	0.286
14:00 - 15:00	5	8584	0.072	5	8584	0.086	5	8584	0.158
15:00 - 16:00	5	8584	0.068	5	8584	0.175	5	8584	0.243
16:00 - 17:00	5	8584	0.058	5	8584	0.373	5	8584	0.431
17:00 - 18:00	5	8584	0.086	5	8584	0.459	5	8584	0.545
18:00 - 19:00	5	8584	0.054	5	8584	0.179	5	8584	0.233
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.977			1.970			3.947

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	5025 - 15000 (units: sqm)
Survey date range:	01/01/16 - 18/05/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-236601-240708-0705

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	CT CENTRAL BEDFORDSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days

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

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Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 55 to 146 (units:)
 Range Selected by User: 50 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 07/06/23

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	5
Built-Up Zone	3
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:**Use Class:**

C3	13 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	8 days
50,001 to 100,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

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LIST OF SITES relevant to selection parameters

1	BH-03-C-01 BLOCK OF FLATS OLD SHOREHAM RD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 71 Survey date: TUESDAY 26/09/17	BRIGHTON & HOVE	Survey Type: MANUAL
2	BY-03-C-01 BLOCKS OF FLATS HEELIS STREET BARNLEY Edge of Town Centre Built-Up Zone Total No of Dwellings: 112 Survey date: TUESDAY 08/09/20	BARNLEY	Survey Type: MANUAL
3	CA-03-C-03 BLOCKS OF FLATS CROMWELL ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 Survey date: MONDAY 18/09/17	CAMBRIDGESHIRE	Survey Type: MANUAL
4	CT-03-C-02 BLOCKS OF FLATS STANBRIDGE ROAD LEIGHTON BUZZARD Edge of Town Centre Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE	Survey Type: MANUAL
5	CT-03-C-03 BLOCKS OF FLATS COURT DRIVE DUNSTABLE Edge of Town Centre No Sub Category Total No of Dwellings: 146 Survey date: TUESDAY 15/05/18	CENTRAL BEDFORDSHIRE	Survey Type: MANUAL
6	HF-03-C-03 BLOCK OF FLATS SHENLEY ROAD BOREHAMWOOD Edge of Town Centre Built-Up Zone Total No of Dwellings: 91 Survey date: THURSDAY 14/11/19	HERTFORDSHIRE	Survey Type: MANUAL
7	NF-03-C-02 MIXED FLATS & HOUSES HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 Survey date: MONDAY 18/11/19	NORFOLK	Survey Type: MANUAL
8	NG-03-C-01 HOUSES (SPLIT INTO FLATS) LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 Survey date: TUESDAY 08/11/16	NOTTINGHAM	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	CASTLE MARINA ROAD NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL
10	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
11	SF-03-C-04	BLOCKS OF FLATS	SUFFOLK
	SAINT MARY'S ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	56	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
12	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET IPSWICH IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	69	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
13	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY COVENTRY PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	85	0.041	13	85	0.126	13	85	0.167
08:00 - 09:00	13	85	0.056	13	85	0.167	13	85	0.223
09:00 - 10:00	13	85	0.056	13	85	0.088	13	85	0.144
10:00 - 11:00	13	85	0.049	13	85	0.062	13	85	0.111
11:00 - 12:00	13	85	0.057	13	85	0.062	13	85	0.119
12:00 - 13:00	13	85	0.074	13	85	0.079	13	85	0.153
13:00 - 14:00	13	85	0.058	13	85	0.060	13	85	0.118
14:00 - 15:00	13	85	0.061	13	85	0.061	13	85	0.122
15:00 - 16:00	13	85	0.094	13	85	0.059	13	85	0.153
16:00 - 17:00	13	85	0.105	13	85	0.073	13	85	0.178
17:00 - 18:00	13	85	0.138	13	85	0.071	13	85	0.209
18:00 - 19:00	13	85	0.150	13	85	0.085	13	85	0.235
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.939			0.993			1.932

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

55 - 146 (units:)
01/01/16 - 07/06/23
13
0
0
0
0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

