



JNP GROUP
CONSULTING ENGINEERS

Transport Statement

Project: Hogwood Farm
Sports Facilities Land

Client: Cala Homes Thames Ltd.

Reference: M44541-JNP-66-XX-RP-T-1001

Date: 08/10/2024

DOCUMENT CONTROL SHEET

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Date: October 24

Document Issue Record

Rev	Date	Description	Prepared	Checked	Approved
P01	20/09/2024	First Draft	EL	JW	JW
P02	07/10/2024	BREEAM Submission	AB	JW	JW
P03	08/10/2024	Planning Submission	AB	JW	JW

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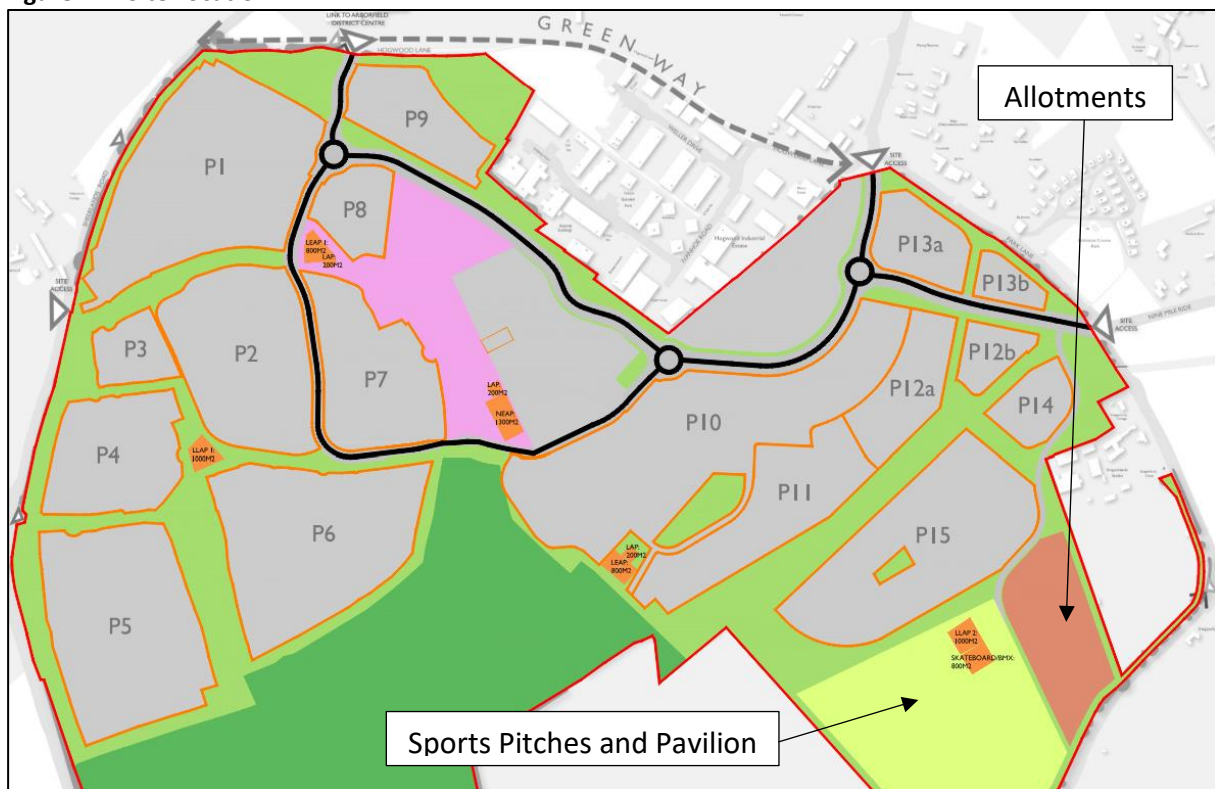
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1 INTRODUCTION

1.1 Background

- 1.1.1 JNP Group have been commissioned by Cala Homes Thames Ltd. to prepare a Transport Statement (TS) to accompany a Reserved Matters planning application for the sports facilities land at Hogwood Farm.
- 1.1.2 The proposals have been submitted as an application for the approval of Reserved Matters pursuant to Outline Planning Consent O/2014/2179 (as varied by s.73 planning permission 181194, dated 14/11/2018).
- 1.1.3 The Reserved Matters comprise details of the sports facilities land, including a Pavilion building with associated car parking, alongside allotments and children's play facilities together with landscaping, footpaths, cycleways and sustainable urban drainage systems (SuDS). Details of access, appearance, landscaping, layout and scale to be considered.
- 1.1.4 The location of the sports pitches, allotments and pavilion at Hogwood Farm is shown on Figure 1.1 below.

Figure 1.1: Site Location



1.2 Scope of the Statement

- 1.2.1 This TS is designed to build upon the content of the Transport Assessment prepared to support the hybrid planning application, with a particular focus on detailed matters such as access, internal road geometry, parking arrangements and BREEAM Certification.

1.3 Report Structure

1.3.1 Following this introductory section, the TS comprises the following sections:

- **Section 2 - BREEAM Certification:** This section provides details on the BREEAM credits that are being sought in relation to transport.
- **Section 3 - Baseline Conditions:** summarises the existing and future conditions applicable to the site including access by all modes of transport.
- **Section 4 - Development Proposals:** outlines the development proposals including the access arrangements, internal site layout and parking.
- **Section 5 - Trip Generation:** provides details on the likely impact of the development in terms of vehicular trip generation.
- **Section 6 - Conclusion:** summarises and concludes the findings of the above sections.

2 BREEAM CERTIFICATION

2.1.1 This section sets out the role of the Transport Statement in achieving credits towards BREEAM certification for the Pavilion element of the proposals.

2.2 BREEAM Requirements

2.2.1 BREEAM is a global sustainability assessment and certification scheme for the built environment. It assesses, encourages and rewards environmental, social and economic sustainability. While the proposals for the sports pitches, pavilion and allotments will be submitted as part of a reserved matters application to WBC, the development will also seek bespoke BREEAM certification for the pavilion.

2.2.2 The main output of a BREEAM assessment is the rating which is given to the development upon its certification. The certified rating reflects the performance achieved by the project and its stakeholders, which is measured against a series of BREEAM standards and benchmarks. The rating levels are summarised as follows:

- Pass – one star;
- Good – two stars;
- Very good – three stars;
- Excellent – four stars; and
- Outstanding – five stars.

2.2.3 The site will be scored against the criteria set out in the BREEAM 'UK New Construction V6.1' technical guidance and the associated scoring spreadsheet.

2.3 BREEAM Credits

2.3.1 A development's rating is determined by the credits it receives towards its certification, both in terms of the number of credits and the variety of challenges that have been addressed through achieving them.

2.3.2 A site's sustainable value is measured in a series of categories, such as energy, ecology and transport. Each of the categories addresses the most influential factors in sustainability, such as carbon emissions reduction, adaptation to climate change and biodiversity protection.

2.3.3 Each category is sub-divided into a range of assessment issues, each with its own aims, targets and benchmarks. When a BREEAM assessor deems that one of these targets or benchmarks has been reached, the development will score credits. The score for each category is calculated according to the number of credits it has achieved and the weighting of that category. Once the development has been fully assessed, the final performance rating is determined by the sum of the weighted category scores.

2.4 Transport Category

2.4.1 The transport category encourages better access to sustainable means of transport for users of a building. Key issues include the accessibility of sustainable modes and how this may support a reduction in car journeys, which in turn reduces congestion and CO₂ emissions. This

category also addresses the design and provision of transport and movement infrastructure within a development, in order to encourage the use of sustainable modes of transport in the long term. There are two assessment issues relating to transport, which are summarised as follows:

2.5 TRA 01 – Transport Assessment and Travel Plan

2.5.1 In accordance with the BREEAM 'UK New Construction V6.1' Technical Guidance, the aim of TRA 01 within the transport category is as follows:

"To reward awareness of existing local transport and identify improvements to make it more sustainable."

2.5.2 There are two credits available for TRA 01 – one for a suitable Transport Assessment (or statement) and one for a suitable Travel Plan. A suitable Transport Statement should include the following information:

- An assessment of travel patterns and attitudes of existing site users (where relevant);
- Predicted travel patterns and transport impact of future site users;
- Baseline conditions for pedestrians and cyclists;
- Reporting of the existing amenities within 500m from the site;
- An assessment of disabled access on the site;
- A calculation of the existing public transport accessibility index (AI); and
- An assessment of the current cycle facilities on site.

2.5.3 As part of the Section 106 agreement for the wider outline consent, a contribution of £400 per dwelling was agreed which would be used towards WBC's 'My Journey' sustainable travel initiative. The contribution was provided in lieu of a site wide Travel Plan.

2.5.4 All of the required actions have been demonstrated within this Transport Statement and an associated Framework Travel Plan for the pavilion. As such, it is anticipated that 2 credits will be achieved for TRA 01.

2.6 TRA 02 – Sustainable Transport Measures

2.6.1 In accordance with the BREEAM 'UK New Construction V6.1' Technical Guidance, the aim of TRA 02 within the transport category is as follows:

"To maximise the potential for local public, private and active transport through provision of sustainable transport measures appropriate to the site."

2.6.2 A maximum of ten credits can be achieved for TRA 02. The ten credits are achieved according to the calculated Accessibility Index of the site and the number of 'points' earned through implementing sustainable travel measures introduced on the site. The UK New Construction V6.1 technical guidance provides a list of sustainable transport measures that can be implemented on site to achieve points. These sustainable transport measures have been reproduced in Table 2.1 and ones which the development is seeking to achieve are marked in **green**.

Table 2.1 - BREEAM TRA 02 Sustainable Transport Measures (from UK New Construction V6.1 Table, 7.4)

Sustainable Transport Measures		
Assessment Option	Public Transport Measures	Points
1	1. The existing AI calculated in Tra 01 achieves the following: ≥ 4 for prison or MOD sites, rural location sensitive buildings, and other building group 3 ≥ 8 for all other building types	1
2	2. Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR	2
	3. Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions. OR	3
	4. Provide a dedicated service, such as a bus route or service (See Definitions).	3
3	5. Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	1
4	6. Provide electric recharging stations of a minimum of 7kW for at least 10% of the total car parking capacity for the development.	1
Assessment Option	Public Transport Measures	Points
5	7. Set up a car sharing group or facility to facilitate and encourage building users to car share.	1

	8. Raise awareness of the sharing scheme with marketing and communication materials. 9. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. 10. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	
Assessment Option	Active Travel Measures	Points
6	11. During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it. 12. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	2
7	13. Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5. <i>(Note: 1 space per 10 staff required for retail units per Table 7.5)</i>	1
8	14. Option 7 has been achieved. 15. Provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type) – see Definitions for the scope of each compliant facility: • Showers • Changing facilities • Lockers • Drying spaces.	1
9	16. At least three existing accessible amenities are present, see Table 7.6, where relevant for a Building Group. <i>Note: for Building Group 1 which includes retail, the building should be within 500m of at least 3 of the following existing amenities:</i>	1

	<i>Food outlet, cash, outdoor open space, recreation or leisure facility, postal facility, community facility, over the counter services associated with a pharmacy, child care facility or school</i>	
10	17. Ensure a minimum of one new accessible amenity, in accordance with Table 7.6, for the relevant Building Group, is provided.	2
	18. Ensure more than one new accessible amenity, in accordance with Table 7.6 for the relevant Building Group, is provided.	
Assessment Option	Alternative Travel Measures	Points
11	19. Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	1-3

2.6.3 It is anticipated that the following measures will be actioned for the pavilion in order to meet some of the criteria outlined in Table 2.1:

- Option 5: Priority spaces for car sharers for will be provided for least 5% of the parking requirement for the commercial land use (1 point);
- Option 7: Cycle storage will be provided at a rate of at least 1 space per 10 staff (1 point);
- Option 8: The building will have showers and changing facilities (1 point);
- Option 10: The building will provide more than one new accessible amenity in the form of the pavilion (2 points).

2.6.4 As such, the total number of points for sustainable transport measures on the site is expected to be 6 points.

2.6.5 The points achieved according to Table 2.1 are then used in combination with the calculated Accessibility Index (AI) value to calculate the TRA 02 credits.

2.6.6 The calculated Accessibility Index value for the pavilion is 1.1. The Accessibility Index Calculator for the existing and proposed arrangement is provided as **Appendix A**.

2.6.7 The credits are calculated using a table from the UK New Construction V6.1 Technical Guidance, which has been reproduced in Table 2.2 overleaf.

Table 2.2 - Credits available to the AI of the site and number of points achieved (from UK New Construction V6.1, Table 7.3)

Points Achieved for Sustainable Measures			Credits
AI < 25	25 < AI < 40	AI > 40	
1	1		1
2		1	2
3	2		3
4		2	4
5	3		5
6	4	3	6
7	5		7
8	6	4	8
9	7	5	9
10	8	6	10

2.6.8 As such, according to the UK New Construction V6.1, this site is expected to achieve 6 credits for TRA 02.

2.7 Summary

2.7.1 This Transport Statement aims to contribute towards achieving credits for TRA 01 and TRA 02 of the BREEAM UK New Construction V6.1 technical guidance. It is anticipated that the pavilion will achieve 2 credits for TRA 01 and 6 credits for TRA 02.

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The sports pitches, pavilion and allotments are located south of Parcels 14 and 15. It is bound by Park Lane to the south and the SANG to the west. Units associated with a commercial premises and green open space are along the eastern boundary.

3.2 Local Highway Network

Parcels 14, 15 and 16 – Internal Road Layout

- 3.2.1 The sports pitches, pavilion and allotments will be accessed via the internal road layout of Parcels 14, 15 and 16 to the north.
- 3.2.2 Parcels 14 and 15 were approved under reserved matters application 220175 (and varied under applications 222334 and 223479) and construction is ongoing at the time of this Transport Statement being prepared.
- 3.2.3 The principal route through Parcels 14 and 15 has a 6.1m carriageway width, with localised widening on bends to ensure a bus and car can pass each other at the same time.
- 3.2.4 The land south of Parcel 15 is subject to a separate full planning application, however the design principles that were established within the consent for Parcels 14 and 15 have been continued. This includes a 6.1m wide carriageway width along the road leading south towards the sports pitches, pavilion and allotments. It should also be noted that the bellmouth for the allotments falls within the red line boundary for the land south of Parcel 15.

Nine Mile Ride Extension South (NMRE(S))

- 3.2.5 The main access to Parcels 14 and 15 is via a priority junction with the NRME(S) to the northeast.
- 3.2.6 The NMRE(S) comprises the construction of 1.25km of new carriageway, verges, swales, and foot/cycleways between NMRE(N) and Park Lane in the east along with three new roundabouts (and provision for priority junctions) to facilitate access into the Hogwood Farm development site.
- 3.2.7 A link of approximately 170m will take access off the sites most easterly roundabout northwards towards Hogwood Industrial Estate and Park Lane. This has been delivered as part of the construction of the NMRE(S) and is referred to separately as Hogwood Spur Road (HSR). The total length of new highway infrastructure delivered through the NMRES will be approximately 1.42km.
- 3.2.8 The NMRE(S) received reserved matters planning permission under Wokingham Borough Council (WBC) ref 192997 in February 2020 and has since undergone detailed design. The NMRE(S) opened in November 2022.

Nine Mile Ride Extension North

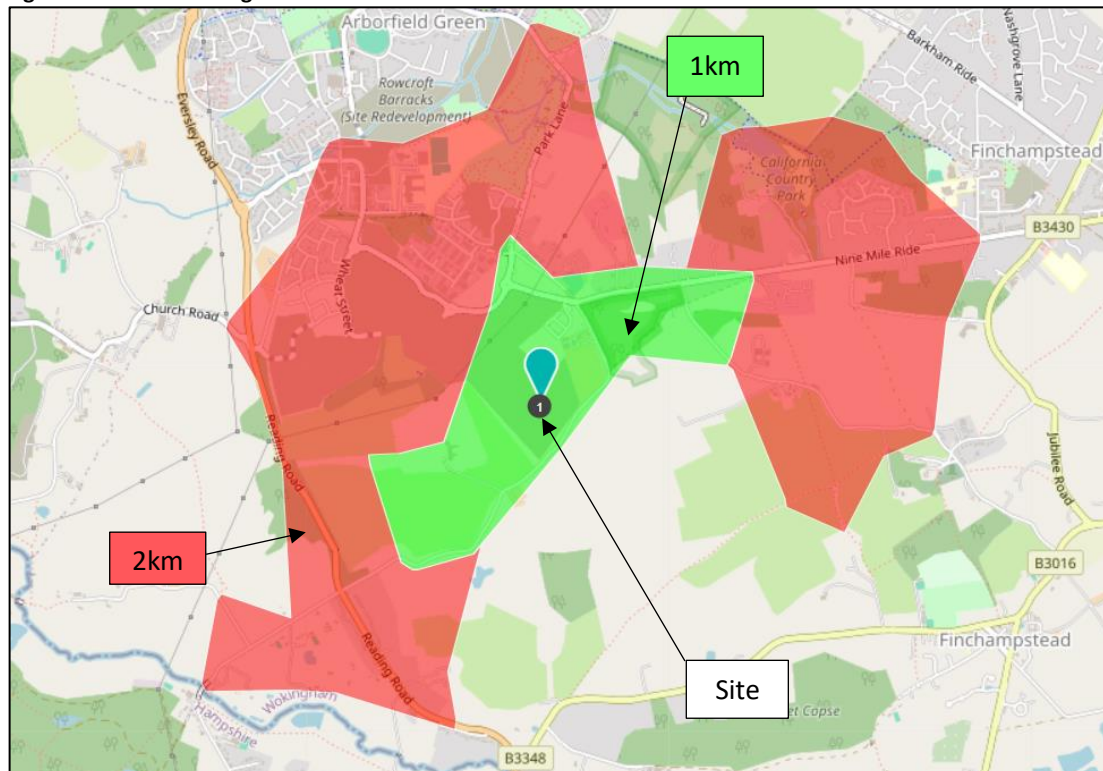
- 3.2.9 The northern section of the Nine Mile Ride Extension (NMRE(N)) connects the existing A327 Eversley Road in the north and joins the NRME(S) to the south.

- 3.2.10 A TS was prepared by iTransport in December 2015 to supplement traffic modelling undertaken as part of a separate study for the delivery of the NRME(N).
- 3.2.11 AECOM were the principal designers of the NMRE(N) and the alignment was consistent with that approved under the hybrid application (O/2017/2280) and the 'Movement and Access Parameter Plan' prepared by idpartnership on behalf of Crest Nicholson.
- 3.2.12 The new roundabout connecting NMRE(N) with the A327 received full planning permission as part of the hybrid application and thus was not subject to discussion within the TS submitted in support of the NMRE(N).
- 3.2.13 Following detailed design and construction, the NMRE(N) opened on 26th June 2017 to serve the northern part of the Arborfield Garrison Strategic Development Location (AGSDL), including Bohunt Secondary School.

3.3 Access for Pedestrians

- 3.3.1 Walking is traditionally recognised as a sustainable mode of travel which can replace shorter trips that are often made by car, particularly those under 2km. This was reflected in the now withdrawn 'PPG:13 Transport' guidance. Although the guidance has been superseded, it provides a useful indication of the walking distances that are considered reasonable for pedestrians.
- 3.3.2 CIHT's 'Planning for Walking' (2015) guidance document recognises that most short journeys are made wholly on foot, however walking also forms part of longer, multi-modal journeys. The guidance states that people will choose to walk if the length of their journey is less than one mile (1.6km). A typical catchment area is around half this distance at 800m or a 10-minute walk.
- 3.3.3 The IHT document 'Guidelines for Providing Journeys on Foot' (2000) provides preferred maximum walking distances for the purposes of commuting and other journeys. The distances are as follows:
- Town centres: 800m;
 - Commuting/school/sightseeing: 2,000m; and
 - Elsewhere: 1,200km.
- 3.3.4 A range of areas are within a 2km walking distance of the sports pitches, pavilion and allotments, as shown in Figure 3.1. The isochrones have been measured from the centre of the development area.

Figure 3.1 - 2km Walking Isochrones



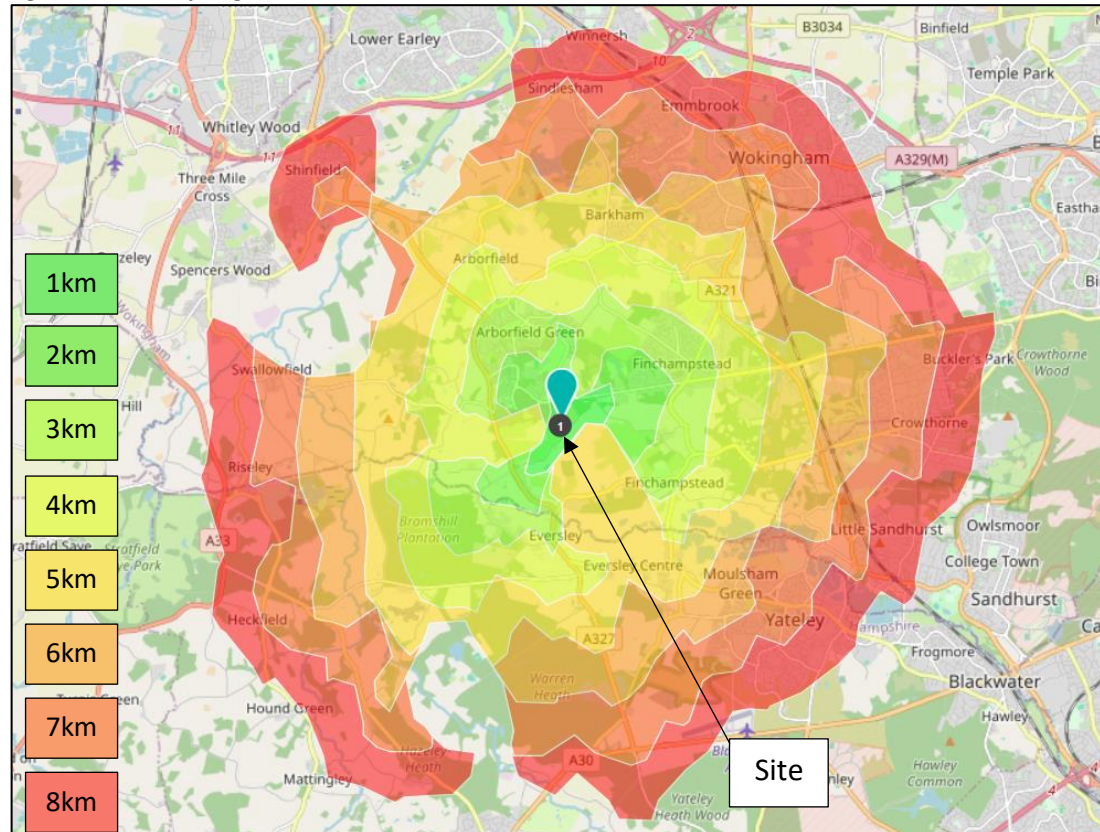
- 3.3.5 The sports pitches, pavilion and allotments are within 2km walking distance of most of the Hogwood Farm development, with a small area of Parcel 1 falling outside of the 2km radius. Some residential areas to the east along the Nine Mile Ride are also within a 2km distance.
- 3.3.6 The proposals for land south of Parcel 15 include a continuous footway along both sides of the road leading to Parcels 14 and 15. A footway is provided on the north side of the road through Parcels 14 and 15, which ultimately connects to the NRME(S). This facilitates onward connections to other parcels. Dropped kerbs and tactile paving is provided at junctions.
- 3.3.7 A PROW Bridleway runs in a north – south orientation between the pavilion and the car park. This provides onwards connections to the residential parcels to the north, the SANG and Park Lane.

3.4 Access for Cyclists

- 3.4.1 CIHT's 'Planning for Cycling' (2014) guidance document states that most cycling trips are made over short distances, with 80% being less than 5 miles (8km) and 40% being less than 2 miles (3.2km). Similarly, 'Chapter 10 – Cycling in New Developments' of the Sustrans Design Manual (draft, 2015) advises that distances up to five miles (8km) represents a reasonable cycling commute for most users.
- 3.4.2 The Department for Transport's 'Walking and Cycling Statistics, England: 2016' statistical release was published in January 2018. It states that shorter cycling trips under five miles (8km) made up 79% of all cycling trips in 2016, with 43% of all trips being under two miles (3.2km). The most common purpose for cycling trips is commuting, which accounts for an average of 36% of trips made by this mode.

- 3.4.3 The consensus among recent guidance and statistics is that 8km represents the maximum reasonable cycling distance, however a significant proportion of cycling trips are likely to be around 3km. Figure 3.2 shows the destinations within an 8km cycling distance of the site.

Figure 3.2 - 8km Cycling Isochrones



- 3.4.4 As shown in Figure 3.2, the entirety of the Hogwood Farm development and the wider Arborfield Green and Finchampstead areas are within a 4km cycling distance of the sports pitches, allotments and pavilion. A 3m footway/cycleway is provided along the southern side of the NRME(S).

3.5 Public Transport

- 3.5.1 The nearest bus stops to the sports hub, pavilion and allotments are located north-west on Park Lane. The walking distance to the bus stops is around 700m.
- 3.5.2 The bus stops are served by Service 3, which is operated by Reading Buses. The route, frequencies and journey times to key destinations is summarised in Table 3.1 overleaf.

Table 3.1 - Bus Services and Frequencies

Route	Frequency	Journey Times
Wokingham Town Centre to Reading Town Centre (northbound bus stop)	Weekdays: hourly Saturdays: hourly Sundays: no service	30 minutes to Royal Berkshire Hospital 50 minutes to Reading town centre
Reading Town Centre to Wokingham Town Centre (southbound bus stop)	Weekdays: Hourly Saturdays: Hourly Sundays: No service	25 minutes to Wokingham Town Centre

- 3.5.3 The nearest railway station to Hogwood Farm is Wokingham Station. The journey time to the station using Service 3 is 20 minutes and there is a bus stop adjacent to the station's interchange. The station provides regular services to Reading, London Waterloo and Gatwick Airport.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 The Reserved Matters comprise details of the sports facilities land, including a Pavilion building with associated car parking, alongside allotments and children's play facilities together with landscaping, footpaths, cycleways and sustainable urban drainage systems (SuDS).
- 4.1.2 All facilities will be accessed via the internal road layout of Parcels 14 and 15 to the north.

4.2 Vehicular Access and Internal Road Layout

- 4.2.1 The sports pitches, pavilion and allotments will be accessible via the internal road layout for the land south of Parcel 15, which is subject to a separate full planning application.
- 4.2.2 The carriageway width on the approach to the car park is 6.1m, which accords with WBC's requirements for bus access routes and aligns with the road width through Parcels 14 and 15 towards the sports pitches, as approved under application 220175 (and varied under applications 222334 and 223479).
- 4.2.3 The bellmouth for the allotments falls within the red line boundary for the land south of Parcel 15, while the car park and allotments themselves fall within the boundary for this reserved matters application. The junction will have a carriageway width of 5m, with 6m kerb radii. Visibility splays of 2.4m x 25m are achievable from the access.
- 4.2.4 At the car park for the sports pitches and pavilion, a 7m aisle width is provided between rows of bays. The access route through the car park is arranged in a loop. There is a 5m spur from the western boundary of the car park which leads towards the pavilion. It is expected that this access route will be gated. The road provides access to a turning head, bin store and two disabled parking bays. This area can also be utilised by emergency service vehicles if required.
- 4.2.5 The geometry is shown on drawing **M44541-JNP-66-XX-SK-T-7107**.

4.3 Access for Non-Motorised Users

- 4.3.1 Pedestrian and cyclist permeability has been considered with recognition of key desire lines and the need to provide links between existing and future infrastructure.
- 4.3.2 The pavilion can be accessed via the PROW Bridleway which provides a north/south connection to the internal road layout of Parcels 14 and 15 and continues east towards Park Lane.
- 4.3.3 A footway connection is also provided at the entrance to the car park, which continues through the proposed land south of Parcel 15 development and onwards to the internal layout of Parcels 14 and 15.
- 4.3.4 The internal road layout which connects to the sports hub is considered suitable for on-carriageway cycling, owing to the posted speed limit of 20mph and gentle topography. When cyclists reach the NRME(S), an off-carriageway shared cycle/pedestrian route is available which provided segregation from vehicle traffic.

4.4 Swept Path Analysis

- 4.4.1 To ensure the suitability of the development in accommodating refuse collection vehicles, swept path analysis of the scheme has been undertaken using an 11.3m long refuse vehicle as advised for use by WBC Highway Development Control. This is shown in drawing **M44541-JNP-66-XX-SK-T-7110**, which demonstrates that the vehicle can travel towards the pavilion, where the bin store is located. The vehicle can utilise the turning head and egress in a forward gear. The width of the aisle between the parking bays is sufficient for the refuse vehicle to pass a large car.
- 4.4.2 Access to the site for a DB32 specification fire tender has also been assessed for the turning area near the pavilion and the allotment car park, as shown on drawing **M44541-JNP-66-XX-SK-T-7111**.
- 4.4.3 It is expected that a bus will need to access the sports hub. The loop around the car park has been designed to accommodate the turning movement of a 12m rigid bus. A lay-by is also provided on the eastern extent of the car park, providing parking and drop off facilities for the bus. Swept path analysis of the 12m bus is shown on drawing **M44541-JNP-66-XX-SK-T-7006**.
- 4.4.4 The carriageway width on the approach to the car park is 6.1m, which accords with WBC's requirements for bus access routes and aligns with the road width through Parcels 14 and 15 towards the sports hub, as approved under application 220175 (and varied under applications 222334 and 223479).

4.5 Car Parking

- 4.5.1 Parking standards for new developments are set out in WBC's 'Parking Standards Study Report Consultation Document', dated October 2011.
- 4.5.2 For outdoor sports pitches, a total of 20 spaces plus 1 space per 10 spectator seats is required. Based on the provision of two informal pitches and one informal pitch, this equates to a requirement for 60 spaces. There are no spectator seats proposed.
- 4.5.3 There are no set standards for pavilions, however for 'other' land uses in the D2 land use class the requirement is for 1 space per 20sqm of public space. Assuming this applies to the 356.61 GFA of the pavilion, this equates to a requirement for 17 spaces.
- 4.5.4 A total of 94 spaces will be provided in the car park for the sports pitches and allotments, which exceeds the required standards by 27 spaces. The level of parking provision accommodates for visitors of the SANG (suitable area of natural green space) and seeks to minimise the likelihood of any overspill and on-street parking within the adjacent residential parcels during events and matches.
- 4.5.5 The parking spaces are 2.5m x 5m, with a 7m aisle width between rows of bays.
- 4.5.6 A total of two accessible bays will be provided near the entrance to the pavilion building.
- 4.5.7 There are no set parking standards for the allotments. It is proposed that 11 spaces are provided, plus two disabled bays.

4.6 Cycle Parking

- 4.6.1 WBC's 'Parking Standards Study Report Consultation Document' also sets out cycle parking requirements for different types of development. The requirements are provided in Table 4.1.

Table 4.1 - Cycle Parking Standards

Development Type	Cycle Parking Standard
D2 Outdoor Pitches	1 space per pitch plus 10 spaces
D2 Other	1 short term space per 15 per period visitors and 1 long term space per 5 Staff

Source: WSP Parking Standards Study Report

- 4.6.2 This equates to a requirement for 12 spaces for the sports pitches, excluding the informal pitch. The number of visitors per period for the pavilion is likely to vary depending on the event.
- 4.6.3 Cycle parking will be provided in accordance with WBC's parking standards, as outlined above.

5 TRIP GENERATION

5.1 Vehicular Trip Generation

Sports Pitches

- 5.1.1 The Wokingham Strategic Transport Model 4 (WSTM4) contains peak hour vehicle trip rates for D2 sports hub land uses, providing rates per pitch. The resultant trip generation based on the provision of three pitches is set out in Table 5.1.

Table 5.1: Trip Rates and Trips (3 pitches)

Time Range	Inbound		Outbound		Two-way	
	Trip Rate per pitch	Trips (3 pitches)	Trip Rate per pitch	Trips (3 pitches)	Trip Rate per pitch	Trips (3 pitches)
08:00-09:00	1.30	4	0.70	2	2.00	6
10:00 – 16:00	0.58	2	0.62	2	1.20	4
17:00-18:00	2.30	7	0.80	2	3.10	9

**Errors in arithmetic are due to rounding*

- 5.1.2 The trip rates show that the sports pitches can be expected to generate 6 two-way trips during the AM peak period, 4 two-way trips during the interpeak period and 9 two-way trips during the PM peak hour.
- 5.1.3 It should be noted that one of the three pitches will be informal in nature. It is not expected to generate the same levels of vehicular trip generation as the senior football (11 v 11) and 3G pitches. The trip generation profile presented in Table 5.1 represents a robust, worst case scenario.

Pavilion and Allotments

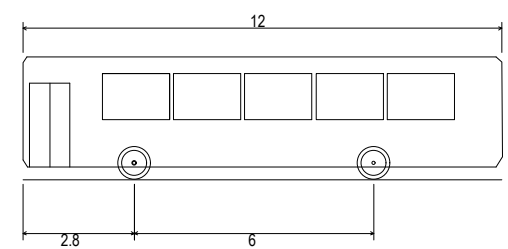
- 5.1.4 Vehicular movements associated with the sports hub, pavilion and allotments were not quantified within the Transport Assessment which was produced to support the wider development as part of the outline consent.
- 5.1.5 It is expected that this was due to the forecast low trip generation and the likelihood of the trips being generated outside of the traditional network peak hours, thus having a negligible impact on the operation of any access junctions and the wider highway network.
- 5.1.6 Trip rates for these land uses are also not provided within the WSTM4. A review of the TRICS database has confirmed there are no pavilion or allotment sites within it to draw trip rates from.
- 5.1.7 It is expected that most movements to and from these land uses will occur outside of the network peak hours. Furthermore, many trips associated with the pavilion will be linked with the trip generated by the sports pitches.
- 5.1.8 Considering the above points, further assessment of the trip generation associated with the pavilion and allotments is not considered necessary, which aligns with the approach taken within the overarching Transport Assessment for Hogwood Farm.

6 CONCLUSION

- 6.1.1 This TS has been prepared to accompany a Reserved Matters planning application for the sports pitches, pavilion and allotments at Hogwood Farm (Finchwood Park). Details of access, appearance, landscaping, layout and scale are also to be considered.
- 6.1.2 This TS supports the TA prepared as part of the hybrid planning application and demonstrates that the proposals are acceptable from a transport and highways perspective, with no unacceptable cumulative impacts upon highways safety or capacity.
- 6.1.3 The sports pitches, pavilion and allotments will be accessed via the internal road layout of Parcels 14, 15 and land to the south of Parcel 15. A 6.1m wide carriageway links the internal road layout to the NRME(S), ensuring that buses can access the land uses.
- 6.1.4 A car park with 94 spaces will be provided to the east of the pavilion. The quantum of parking exceeds the WBC parking standards and seeks to ensure that there is no overspill parking into the adjacent residential parcels. A 5m wide road will be constructed to link the car park to the pavilion, with a turning head near the entrance to the pavilion. Swept path analysis has demonstrated that this can be used by both a fire tender and refuse vehicle.
- 6.1.5 Overall, this TS demonstrates that the proposals meet the design standards and principles set out within local and national guidance. Safe access is achievable for motorised and non-motorised users of the site and the local highway network is deemed suitable in accommodating the vehicular movements associated with the proposed development.

FIGURES / DRAWINGS

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'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

P01	07/10/2024	First Issue	EL/AB/KM
Rev.	Date	Description	Dim / Chk'd / App.

Client Log



Client:

CALA Homes

Job:

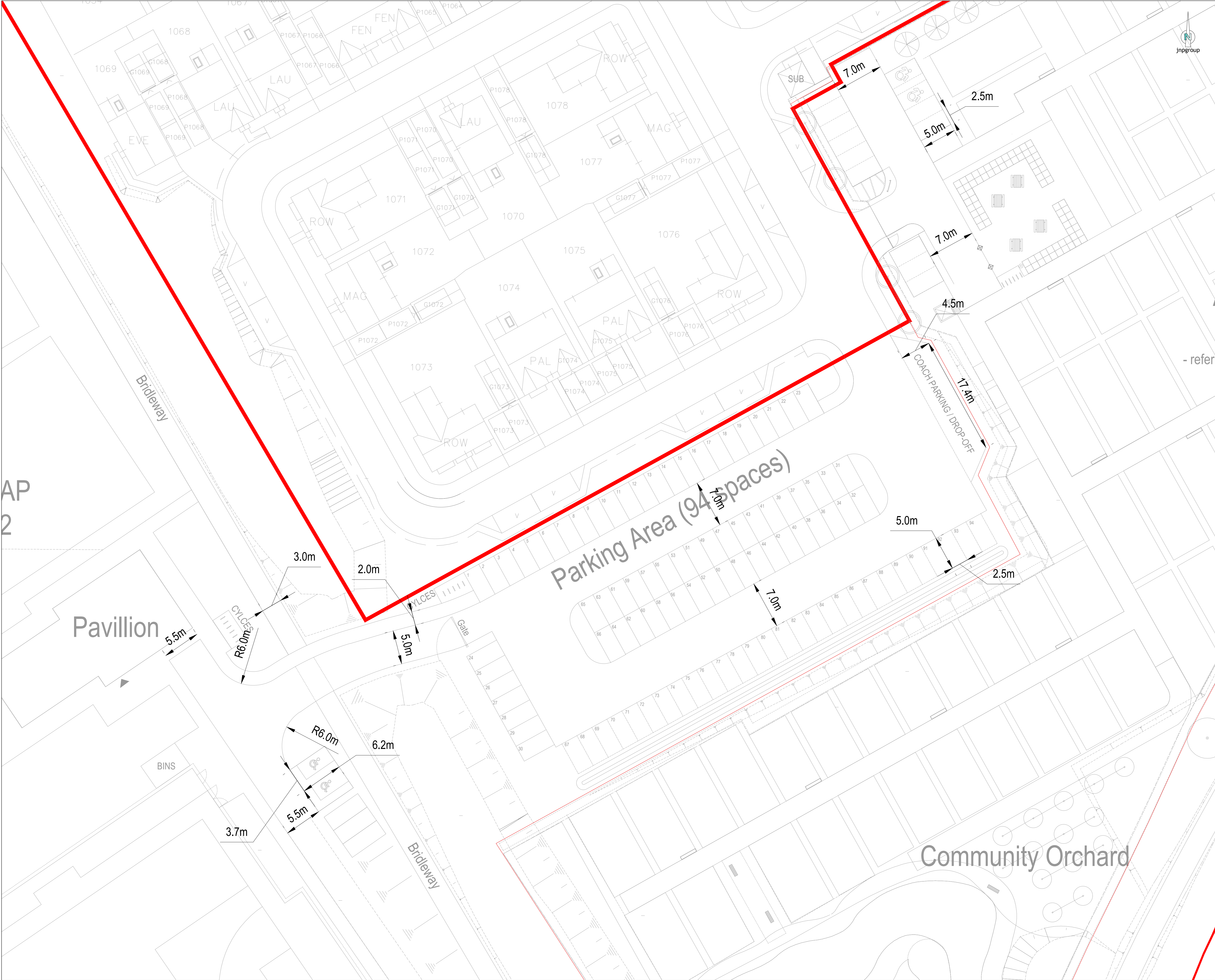
Hogwood Farm - Sports Facilities Land

Title:

Swept Path Analysis - Rigid Bus

Classification: FI_60_20				
Scale @ A1:	Accredited Contractor	Accredited Contractor	Period of Contract	Supplier No. 00
As Shown				

Project - Originator - Volume/System - Level/Location - Type - Discipline - Number	Revision:
M44541 - JNP - 66-XX- DR - T - 7006	P0



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P01	07/10/2024	First Issue	ELIABKM

Subsidiary: S2 - Suitable for Information

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Client: CALA Homes

Job: Hogwood Farm - Sports Facilities Land

Title: Highway Geometry

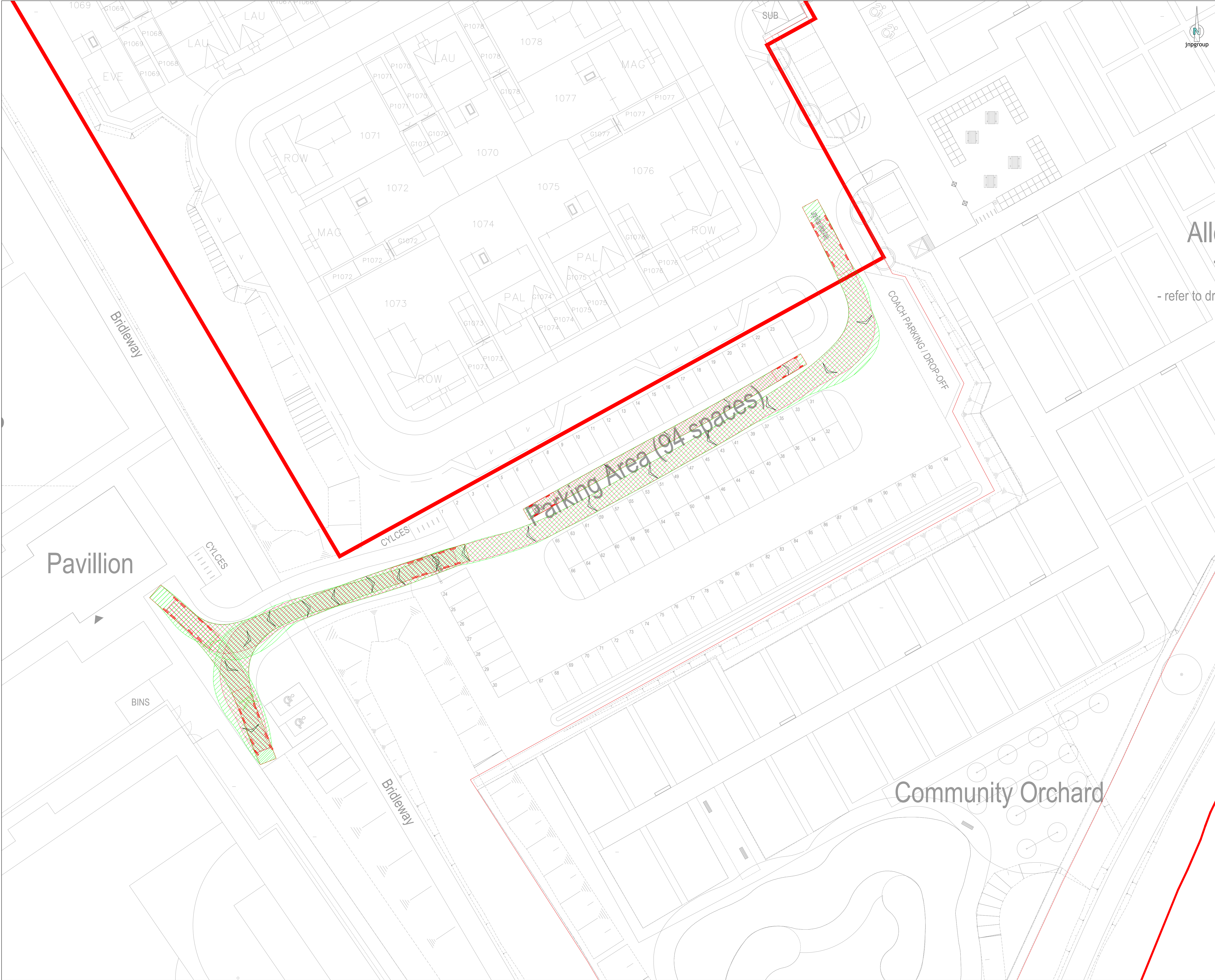
Classification: FL_60_20
Scale @ A1: 1:250

Accredited Contractor

Project - Originator - Volume/System - Level/Location - Type - Discipline - Number
M44541 - JNP - 66 - XX - DR - T - 7107

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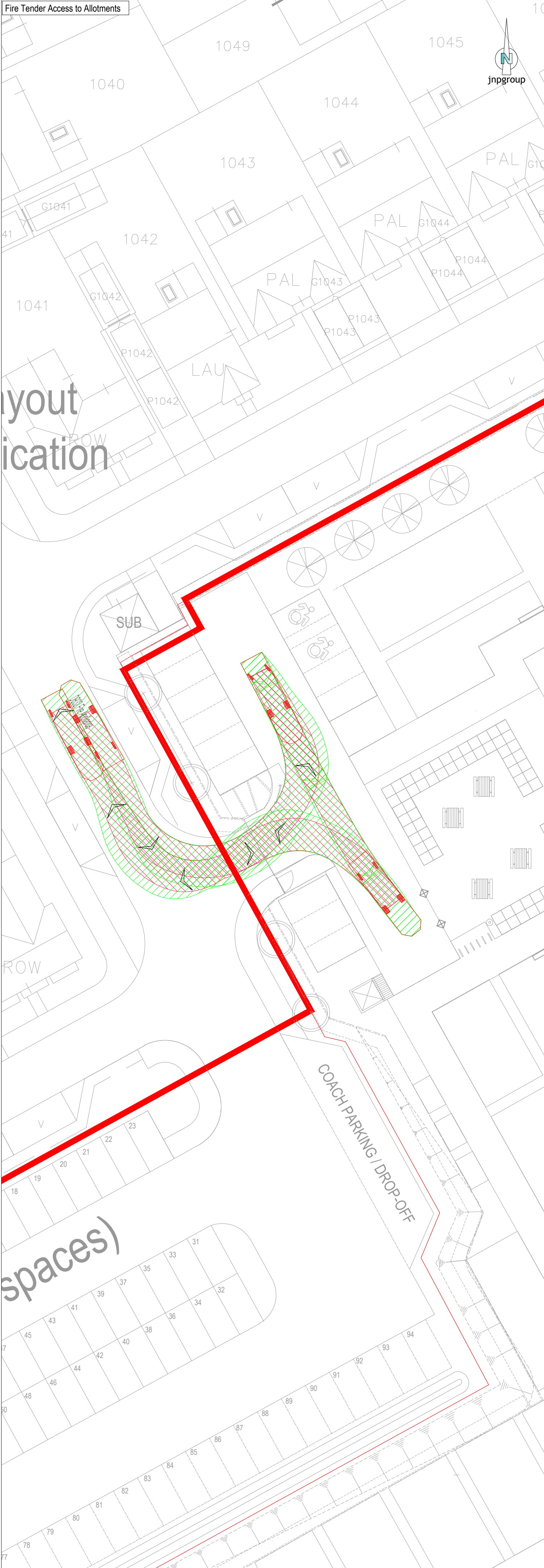
Large Car
Overall Length 4.988m
Overall Width 1.753m
Overall Body Height 1.582m
Min Body Ground Clearance 0.287m
Track Width 1.700m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.200m

Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

P01	07/10/2024	First Issue	ELIABKM
Rev	Date	Description	Dim / Chk / App'd
Subsidiary			
S2 - Suitable for Information			
Client Logo:			
Client:			
CALA Homes			
Job:			
Hogwood Farm - Sports Facilities Land			
Title:			
Swept Path Analysis - Refuse Vehicle			
Classification:			
FL_60_20			
Scale @ A1:			
1:250			
Project - Originator - Volume/System - Level/Location - Type - Discipline - Number			
M44541 - JNP -66-XX-DR -T - 7110			
Reason:			
P01			

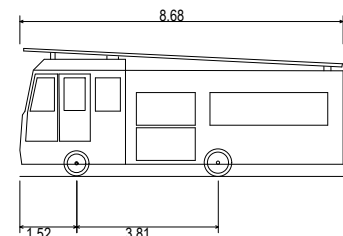
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JNP Group Internal Project Number: M44541



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DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.130m
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

P01	07/10/2024	First Issue	ELIABKM
Rev.	Date	Description	Drawn / Checked / App'd

Subsidiary:	S2 - Suitable for Information
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Client: CALA Homes

Job: Hogwood Farm - Sports Facilities Land

Title: Swept Path Analysis - Fire Tender

Classification: FL_60_20				
Scale @ A1: 1:250				

Project - Originator - Volume/System - Level/Location - Type - Discipline - Number	Revision
M44541 - JNP-66-XX-DR-T-7111	P01
Document/Drawing Number	

APPENDIX A: BREEAM ACCESSIBILITY INDEX CALCULATOR

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

Other building type 2

No. nodes required

2

Select

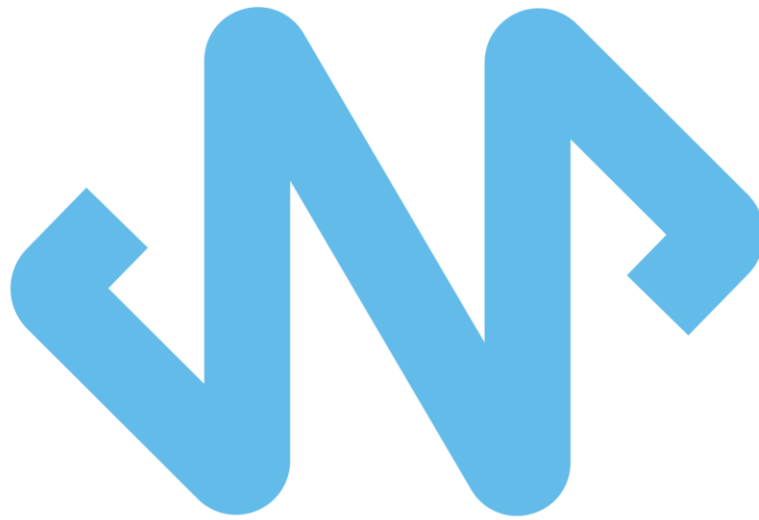
NODE 1

Public transport type	Bus									
Distance to node (m)	700									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1									

NODE 2

Public transport type	Bus									
Distance to node (m)	700									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1									

Accessibility Index	1.10
---------------------	------



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