



PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

**Full Planning Application for Erection of Kohinbo
Dhee Temple, including museum and education
provisions at 401 Old Whitley Wood Ln, Reading RG2
8QA**

Transport Statement

**Written and prepared by Planning by Design on
behalf of Tamu Pye Lhu Sangh**

1 Introduction

1.1 Introduction

Planning By Design (**The agent**) has been instructed to act on behalf of Tamu Pye Lhu Sangh (UK Registration 1161779) (**the applicant**) to submit a Transport Statement to Wokingham Borough Council (**Local Planning Authority**) for the Erection of Temple, including museum and education provisions (**the proposal**) at 401 Old Whitley Wood Ln, Reading RG2 8QA (**the site**).

In support of this application, the following Transport Statement has been constructed to demonstrate the suitability of this site for this proposal and evaluate its accordance with national and local transport and planning policy along with supplementary design guidance.

1.2 The Site

The site is 401 Old Whitley Wood Ln, Reading RG2 8QA. The site is currently a community centre. The site is accessed at the end of Old Whitley Wood Lane, a two-way residential road.

The site is situated within Whitley Wood, a suburb approximately 4km south of the centre of Reading.

The Site Location Plan is provided in Figure 1.

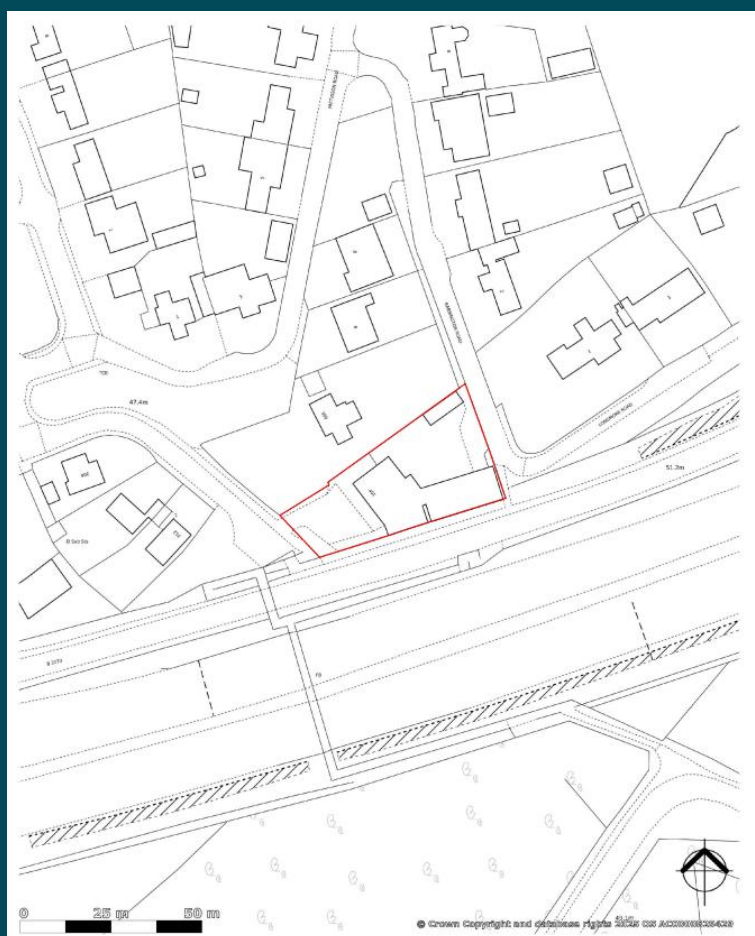


Figure 1: Site Location Plan

1.3 Purpose of this Document

The purpose of this document is to provide a comprehensive overview of the existing transport conditions at the site and to outline the likely impact on the local highway. The report will define the proposed parking provision and likely trip generation.

2 The Proposal

2.1 Overview

The proposed development of a Temple / Museum / Education Centre for the Gurkha community and Gurung religion. The community centre and outbuildings currently on site will remain, and a new temple will be constructed in the northeast corner of the site.

It is understood the current use is F2(b) - Halls or meeting places for the principal use of the local community. The proposed use is a combination of F2(b) and F1(f) – Public worship or religious instruction (or in connection with such use).

The Site Plan is provided in Figure 2. As shown, the proposal is for the site to consist of the following:

- The existing community centre, with internal changes to accommodate the proposed use, but no structural works or changes;
- The new temple;
- Six parking spaces, comprising one bus space, four long-stay car parking spaces and one short-stay parking space;
- The playground/outdoor area as maintained.

2.2 Operation

The site will not be open at specific hours, but instead used as and when by the local community. It will be booked by members of the community for ceremonies, meetings, or any other reason and ran by volunteers when operating. No employees will be associated with the site and it will instead be ran by volunteers.

2.3 Parking and Access

It is proposed that access to and from the site be primarily facilitated via public transport, given the sustainable location of the venue and its proximity (approximately 2 miles) to the park-and-ride car park.

For those unable to access the site via public transport, a self-driving minibus will be provided and operated by the organisation managing the facility. The minibus will function on an **on-call basis**, available only on function days, rather than through a pre-booking system. It is anticipated that the vehicle will provide a shuttle service approximately every 25–30 minutes between the venue and the park-and-ride site.

The feasibility of operating this service with a single vehicle is currently being reviewed. The minibus service will primarily support event attendees and volunteers, ensuring convenient and sustainable access to the venue.

On-site parking will be limited and must be pre-arranged with the venue in advance to prevent excess vehicle numbers.

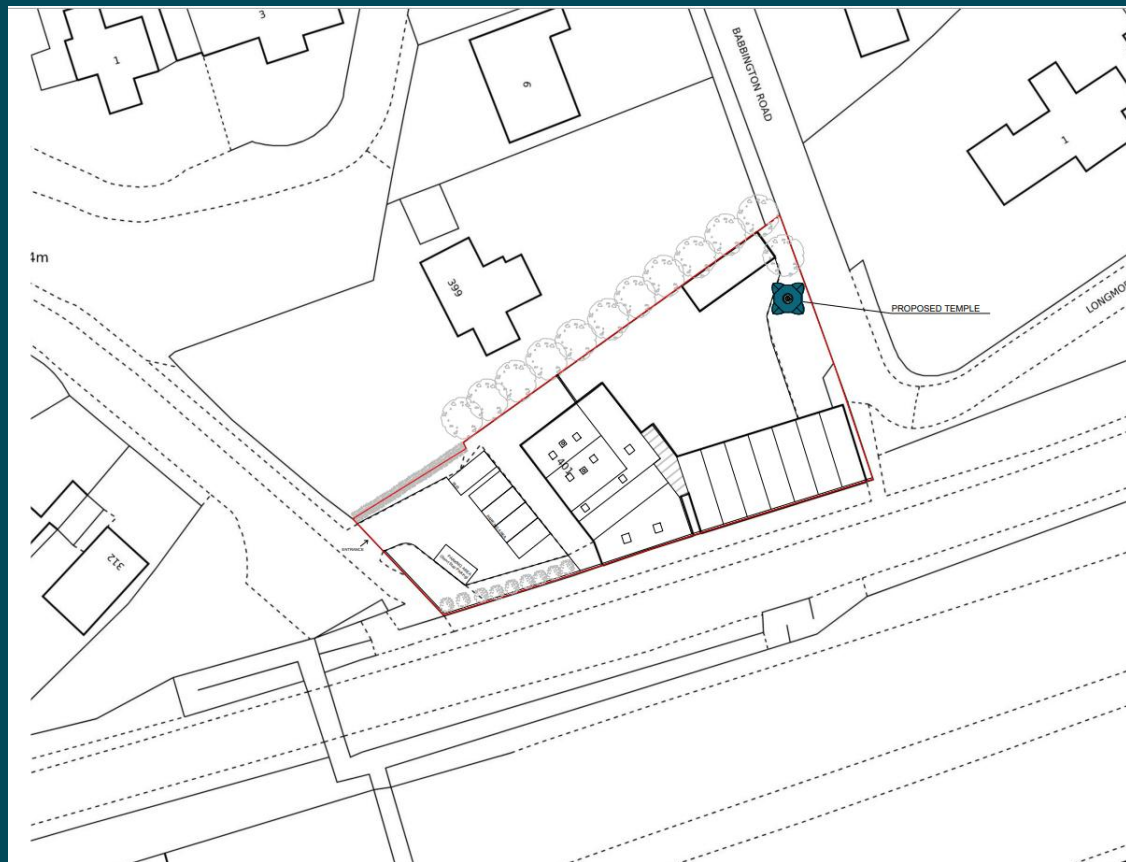


Figure 2: Site Plan

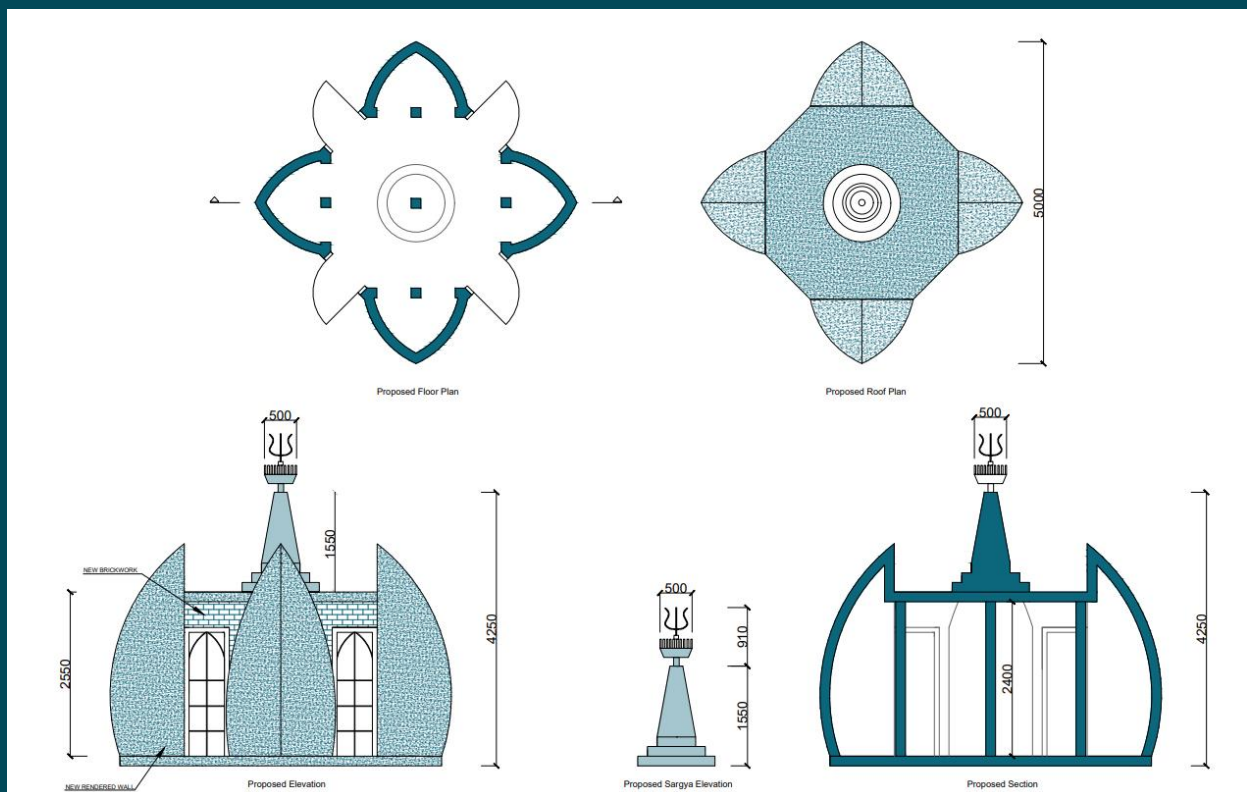


Figure 3: Proposed Temple Plans

3 Policy Considerations

3.1 Introduction

This section will outline the important policy considerations in the development of this Transport Statement.

3.2 National Policy – National Planning Policy Framework (NPPF)

Paragraph 115 states:

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

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

Paragraph 116 states:

“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.”

3.3 Local Policy

Wokingham Local Plan (2010)

Policy CP6 relates to Managing Travel Demand. The policy states:

Planning 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 at the time of development 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 upon the local and strategic transport network that arise from the development proposed;*
- f) Enhance road safety; and*
- g) Do not cause highway problems or lead to traffic related environmental problems.*

Wokingham Borough Development Plan Managing Development Delivery (2014)

Policy CC07 relates to Parking and states:

1. *Planning permission will only be granted where the proposal demonstrates the following:*
 - a) *How the proposed parking provision meets the standards set out in Appendix 2 of the MDD*
 - b) *That the new scheme retains an appropriate overall level of off-street parking.*

Given the unique nature of the proposed site, it is not considered that the parking standards provided in the document are suitable for this proposal.

3.4 Policy Compliance

The baseline transport conditions and trip generation outlined in Sections 3 and 4 will demonstrate how the proposals align with the above transport policies.

4 Sustainable Transport Conditions

4.1 Introduction

This section will outline the transport conditions surrounding the site and demonstrates that the site is in an accessible location for staff.

4.2 Public Transport

This section provides an overview of the public transport services in close proximity to the site. Figure 4 shows the location of the nearest bus stops and train station to the site.

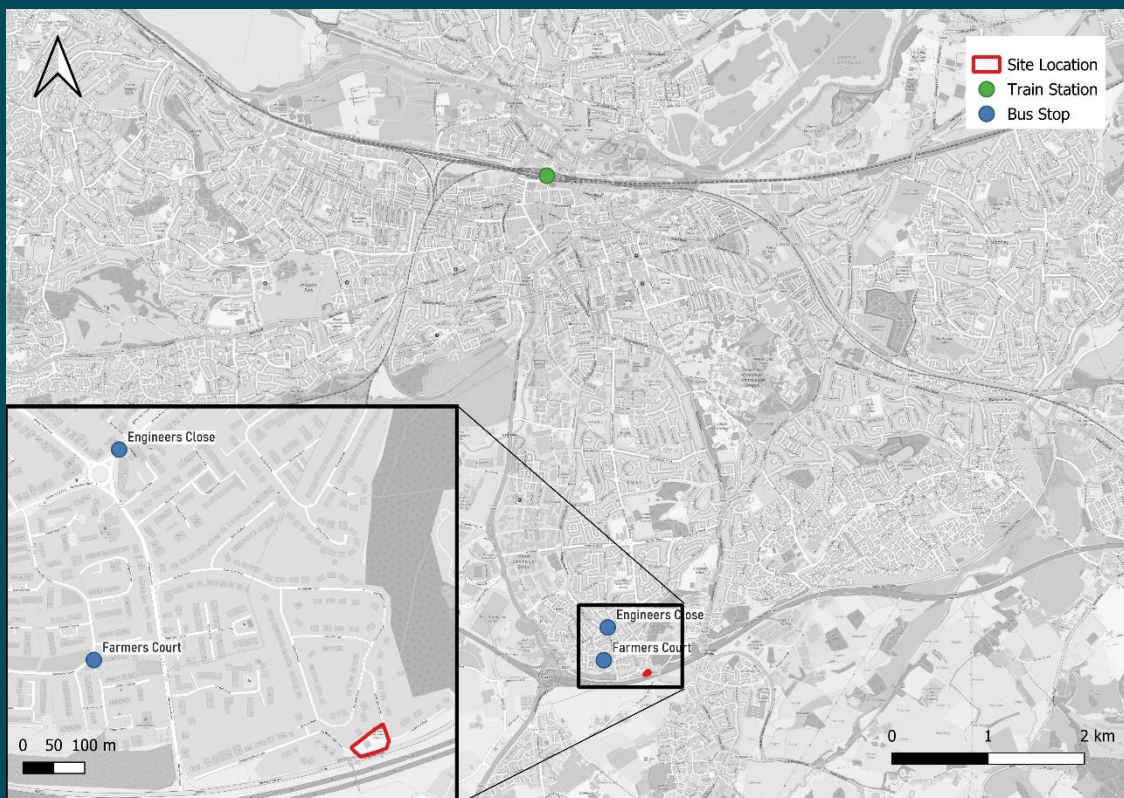


Figure 4: Public Transport

Bus

The closest bus stop is on Farmers Close, an approximate 5m walk from the site. There are further stops on Whitley Wood Road, opposite Engineers Court.

Table 1 sums up the bus services available from the bus stops in close proximity to the site.

Bus Service	Stop	Destinations	Frequencies
6 / 6 Emerald	Farmers Close	Whitley Wood – Whitley – Reading	Every 12 minutes
Buzz 9 / 9A / 9B	Engineers Court	Reading Station to Green Park Station via Royal Berkshire Hospital and Whitley Wood	Every 60 minutes

Table 1: Bus Services

Train

Whilst there are no train stations within walking distance, Reading Train Station can be reached within a 30-minute public transport journey from the site, via the bus services outlined above. It can be reached via 20-minute cycling journey.

Table 2 outlines a number of locations that can be reached directly from Reading.

Location	Journey Time	Peak Frequency
London Paddington	22 minutes	6 per hour
London Waterloo	60 minutes	2 per hour
Oxford	23 minutes	4 per hour
Didcot Parkway	15 minutes	6 per hour
Basingstoke	20 minutes	2 per hour

Table 2: Train Services

4.3 Highway Safety

Data has been obtained from Crashmap to understand if there are any existing highway safety issues in the vicinity of the site that could be exacerbated by the proposal. Within the study area, there have been no collisions within close proximity to the site within the most recently available five-year period (2019 – 2023).

The study area is shown in Figure 5.

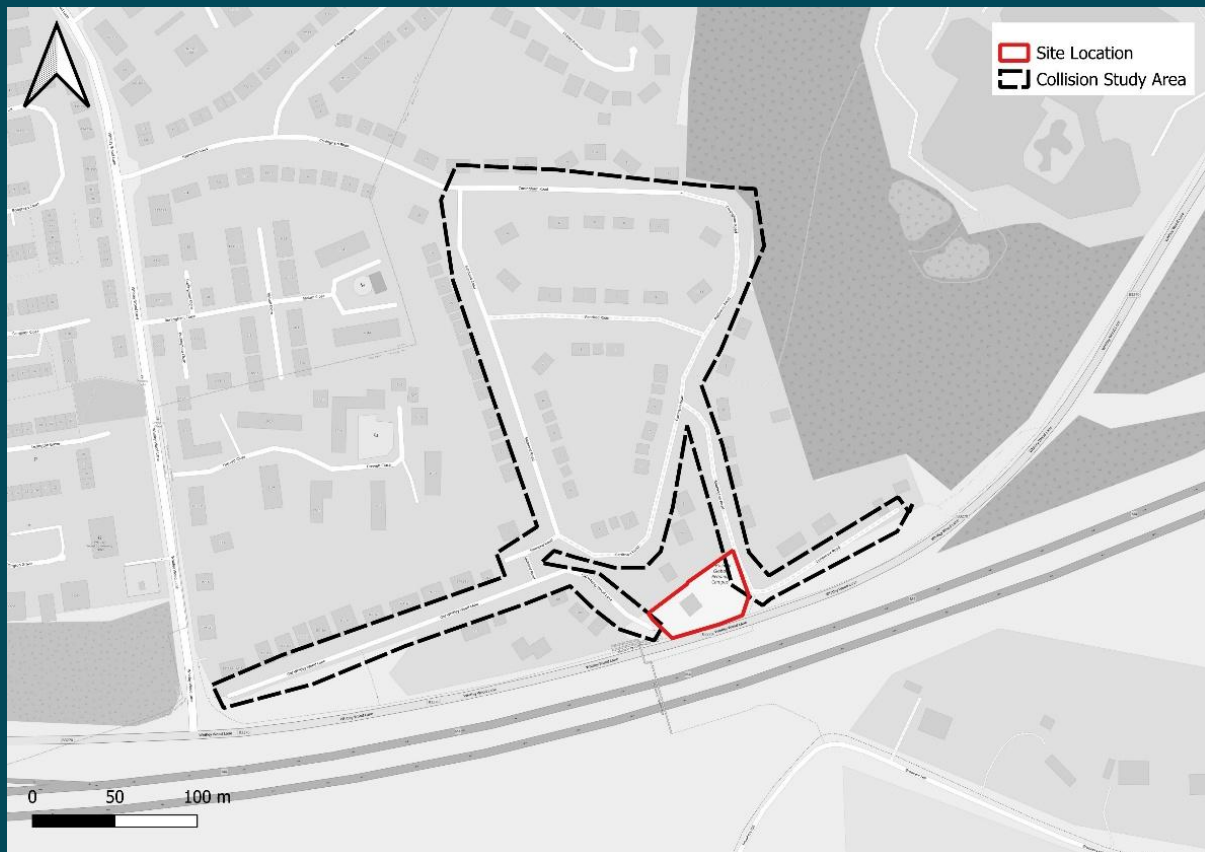


Figure 5: Collisions

5 Highway Network Impact

5.1 Introduction

This section will outline the likely trip generation compared to the fallback position of the site remaining as a community centre.

5.2 Fallback Position

The property is currently in use as a community centre. This operates similarly to the proposal site, without fixed hours of attendance, but with site users attending as and when events are held. The site currently does not operate a system of booked minibuses, meaning there is no way to control parking both on-site and on nearby streets when the site is full.

Community centres often see large numbers of arrivals/departures at the same time, given high numbers of attendees use the site at the same time for the same meeting or event. This can cause congestion or lead to high levels of on-street parking on nearby roads.

5.3 Proposed Site

The proposed use of the site will have strict controls on who can park on site, and will manage arrivals/departures by directing event organisers towards to the in-house minibus service.

6 Summary and Conclusion

6.1 Summary

This Transport Statement has been prepared by Planning by Design on behalf of Vijay Gurung in support of a Full Planning Application for the Erection of Temple, including museum and education provisions at 401 Old Whitley Wood Lane, Reading.

To summarise:

- The proposal seeks to retain the existing community centre, with internal adaptations, and construct a new temple within the site's car park.
- Six parking spaces will be provided, including one for the bus, four long-stay, and one short-stay spaces.
- Access will be managed primarily through use of the dedicated community-operated minibus service, reducing reliance on private vehicles and mitigating on-street parking impacts.
- The site is sustainably located, with access to local public transport services and amenities within reasonable walking distance.
- Highway safety records show no collision clusters in the vicinity of the site within the last five years.
- The proposal introduces greater control of trip generation compared with the existing community centre use, through managed parking and minibus provision.
- The development is therefore considered to have no severe impact on the local highway network and is fully in accordance with national and local transport planning policy.

6.2 Conclusion

This report has demonstrated that the proposal will not have a negative impact on the highway network nor on highway safety. It is therefore concluded that the proposals align with national and local policy and implore the council to deem the proposals acceptable in highway and transport grounds.

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