

TN04 – Further Response to WBC Highways comments

Site: 810 Winnersh Triangle Business Park, Winnersh, Wokingham
RG41 5UX
Prepared by: PdeJ
Date: 15th December 2025

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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Winnersh Midco S.A.R.L. to respond to comments raised by Wokingham Borough Council Highways dated 1st December 2025, in relation to development proposals for Building 810, Winnersh Business Park, Eskdale Road, Wokingham (herein after referred to as 'the site').
- 1.2 The topics raised by WBC Highways in their latest response are summarised as follows:
- ▶ Trip generation rates;
 - ▶ Parking provision.
- 1.3 The WBC Highways comments are in **Appendix A** for reference.

2.0 Trip generation

- 2.1 A series of additional material was prepared further to the previous comments prepared by WBC and the latest request is for the full B1 trip generation scenario to be assessed using specific trip rates provided by WWBC rather than current information within the TRICS database as provided on the Motion Response dated 12th November 2025.
- 2.2 Additional analysis has been prepared to assess this unlikely scenario should the building be occupied by 100% B1 use using the trip rates developed for the WBC Transport Model (WSTM4) as well as the Approved planning application 193285 based on data prepared in 2019. The predicted office related vehicle trips using the WBC Transport Model rates are presented on Table 2.1.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Vehicle trip rate	1.55	0.17	1.72	0.17	1.30	1.47
1 Predicted Trips	81	9	90	9	68	77
2 Existing B8 use trips	17	1	18	2	10	12
3 Difference - (1-2)	+64	+8	+72	+7	+58	+65
4 Motion calc – Nov 2025	+66	+5	+71	+3	+40	+43
Difference (3-4)	-2	-2	-4	+4	+18	+22

Table 2.1 –WSTM4 trip rates and predicted vehicle trips – proposed site – 5235 sqm

- 2.3 The analysis using the WBC Transport Model trip rates give broadly the same results as the Motion Sensitivity test prepared in November 2025. The PM peak flows are marginally higher but not enough to impact on the operation of the road network.
- 2.4 The predicted office related vehicle trips using the 2019 trip rates presented in the 800-820 Winnersh Business Park submission (WBC application reference 193285 rates are presented on Table 2.2.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Vehicle trip rate	1.28	0.13	1.41	0.18	1.24	1.42
1 Predicted Trips	67	7	76	9	65	74
2 Existing B8 use trips	17	1	18	2	10	12
3 Difference - (1-2)	+50	+6	+56	+7	+55	+62
4 Motion calc – Nov 2025	+66	+5	+71	+3	+40	+43
Difference (3-4)	-16	+1	-15	+4	+15	+19

Table 2.2 –WBC Application 193285 trip rates and predicted vehicle trips – proposed site – 5235 sqm

- 2.5 The supplementary analysis using the 2019 trip rates provide a similar result as that provided for the WBC Transport Model Rates with a negligible change in the AM peak and a marginal increase in the PM peak. It is considered that the revised flows will have little impact on the details provided in the submitted Transport Statements and the additional material provided in November 2025.
- 2.6 To re-iterate the statement in the response provided in November, 2025, in the unlikely event the site is developed as a full office facility, in the worst-case scenario, the increase in vehicle trips would be in the order of one vehicle per minute over the peak hours and this is not considered to have a material impact on the operation of the local road network.
- 2.7 It may be noted that the Plot 810 is part of an established Business Park and has been operating for many years. The plots within the Park accommodate a variety of business including all of those assessed for the 810 planning submission.
- 2.8 The Winnersh Triangle Business Park is some 1,500,000 square feet (139,354 sqm) and the proposed Plot 810 site forms just 5,235sqm of the total. An estimate of the total Winnersh Business Park vehicle trip demands are presented in Table 2.3.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
TOTAL Vehicle trip rate	0.965	0.171	1.136	0.287	0.890	1.177
Total Vehicle trips (139,354 sqm)	1345	238	1583	400	1240	1640
Predicted 810 trips (WSTM4 rates)	81	9	90	9	68	77
Proportion of business park demands			5.6%			4.7%

Table 2.3 – Summary of Winnersh Business Park demands

- 2.9 The maximum trips predicted to be generated by the 810 proposals will form just 5% of the overall vehicle trips for the Business Park. The expected increases presented for the B2 and B8 analysis would provide a smaller proportion of the overall Business Park traffic demand. The details in the table above confirm that the proposed changes being promoted for the Plot 810 site are a small part of the overall Business Park operations.

3.0 Parking provision

- 3.1 The WBC highways officer has requested further details of the potential parking arrangements for the plot should the site be fully occupied by B1 use. A supplementary plan have been prepared to show the maximum car parking provision of 175 spaces as requested, to deliver the WBC requirements for full B1 use within the parking space available.
- 3.2 The updated architect's plan is provided in **Appendix B** and this shows that 167 spaces can be realistically accommodated when converting the service area to the east of the building to a car park.
- 3.3 The full 175 parking spaces cannot be achieved when the service yard is reduced in size and designed to accommodate an office car park. As set out in the TS and the previous responses, the site is well served by public transport with a nearby railway station and local bus services operating within reasonable walking distance. The good public transport reflect Government guidance over the years to reduce private car use and to promote sustainable travel and with the site being well served by bus and rail services, there will be less of a requirement to accommodate the full car parking provision.
- 3.4 In the event the site accommodates a full B1 use, the proposed 167 car parking provision will be more than enough to accommodate the office car parking demand. A car parking accumulation exercise has been prepared based on TRICS trip rates and this is presented in **Appendix C**. The maximum car parking demand, based on TRICS, will be 134 vehicles should the building be occupied by 100% office space, this is well below the 165 spaces which can be accommodated within a reconfigured car park and will leave at least 21 spare spaces.

Updated swept path analysis

- 3.5 The alternative car park arrangement has been assessed on the supplementary site layout to confirm that the largest expected vehicle will be able to enter and exit the site in a forward gear. The swept path analysis for an 11m refuse collection vehicle is provided in **Appendix D**.

Appendix A

WBC comments – December 2025

Date: 10 September 2025
Application: 252014



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 252014

Applicant: Mr W Garrod

Site Address: Winnersh Triangle Industrial Estate, Winnersh Triangle Industrial E,
Winnersh, Wokingham, RG41 5UX

Parish: Winnersh

Grid Reference: Easting - 477424, Northing - 171621

Type of Development: Major All other developments

Proposal: Full application for demolition of existing buildings and erection of a replacement building for flexible use within use classes E(g), B2 and/or B8, together with access, parking, landscaping and associated works.

Case Officer: Joanna Carter

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 252014. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **7 October 2025**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	252014
Address:	Winnersh Triangle Industrial Estate, Winnersh Triangle Industrial E, Winnersh, Wokingham, RG41 5UX.		
Proposal:	Full application for demolition of existing buildings and erection of a replacement building for flexible use within use classes E(g), B2 and/or B8, together with access, parking, landscaping and associated works.		
Type of Development:	Major All other developments		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

General

Additional Highways comments dated 28th November 2025 are indicated in blue.

The Highways received a highway technical note and a revised site plan to provide additional cycle parking and minor changes on the parking arrangement in Zone 1 to address the Highways responses dated 25th September 2025.

The site (Unit 810) was previously a warehouse building and has been approved for the changes of uses to a sound studio for commercial filming (Use Class E) under Planning Application 231602.

The applicant proposes to replace the approved sound studio of 4552sqm to a new commercial unit of 5235 sqm. The site is proposed to be flexible use within use classes E(g) (previously noted as Class B1), B2 and/or B8. For consistency of WBC latest standards, Class E(g) will be referred as Class B1.

85 no. parking spaces, including 8 no. dedicated accessible parking spaces, are proposed. The site proposes to operate at all hours of the day, and the parking area will be available during times the studio is in operation.

It is relevant to note that the adjoining site Unit 820 has been approved for a mixed commercial/industrial building (Use Classes B1 and B8) under Planning Application 193285.

Traffic Impacts

The approach of comparing the trip generations of Use Classes E(g), B2 and B8 separately, to assess the potential worst-case scenario, is welcomed. However, the Highways are concerned with the stated current uses and the TRICS trip rates applied.

The existing Use Class

It is relevant to note that the site being named as 'Winnersh Triangle Business Park' or 'Winnersh Triangle Industrial Estate' does not determine the established lawful use(s) of the site. 'Winnersh Triangle Industrial Estate' is used in this memo for consistency with the application form details provided by the applicant, and thereby the site address recorded by WBC.

The applicant suggests that site is currently a 5100 sqm GEA Business Park use. However, the site does not have a permitted use of Use Class B1, and this has been previously questioned in [Point 27](#) of the previous Highways memo in Application 231602. It is relevant to note that the Highways commented based on the judgement of 'the change in level of traffic from this (sound) studio use would not have an adverse impact on the wider highway network', instead of accepting "existing" trip demand analysis for Building 810 on the basis of a Business Park' as suggested in paragraph 3.8 of the technical note.

The planning officer has confirmed that the site has not been consented for Use Class B1 element other than ancillary office, so the Highways will only consider the TRICS trip rates for Business Park as the proposed B1 use.

The applicant has clarified the previous occupiers of the site have been a mix of Use Classes B2 and B8, so that the existing trip generation have been reassessed on this basis, which is welcomed by the Highways. The proposed TRICS rates will be discussed in the following section.

Trip rates

The Highways have reassessed the proposed TRICS trip rates for Use Classes B1, B2 and B8, and compared with the approved WBC transport model (WSTM4), the approved trip rates in 193285 or the approved trip rates in 231602.

B1		Arrival	Departure	Two-way
08:00 – 09:00	<i>This proposal (TRICS 02/B)</i>	<i>1.002</i>	<i>0.149</i>	<i>1.151</i>
	<i>This proposal (TRICS 02/A)</i>	<i>1.443</i>	<i>0.209</i>	<i>1.652</i>
	WSTM4	1.55	0.17	1.72
	Approved under 193285	1.28	0.13	1.41
	Approved under 231602	1.39	0.34	1.725
17:00 – 18:00	<i>This proposal (TRICS 02/B)</i>	<i>0.173</i>	<i>0.844</i>	<i>1.017</i>
	<i>This proposal (TRICS 02/A)</i>	<i>0.176</i>	<i>0.98</i>	<i>1.156</i>
	WSTM4	0.17	1.3	1.47
	Approved under 193285	0.18	1.24	1.42

	Approved under 231602	0.3	1.03	1.33
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B2		Arrival	Departure	Two-way
08:00 – 09:00	<i>This proposal (TRICS)</i>	0.335	0.037	0.372
	WSTM4	0.53	0.2	0.73
17:00 – 18:00	<i>This proposal (TRICS)</i>	0.034	0.208	0.242
	WSTM4	0.11	0.5	0.61

B8		Arrival	Departure	Two-way
08:00 – 09:00	<i>This proposal (TRICS)</i>	0.176	0.14	0.316
	WSTM4	0.08	0.07	0.15
	Approved under 193285	0.237	0.086	0.323
17:00 – 18:00	<i>This proposal (TRICS)</i>	0.129	0.218	0.347
	WSTM4	0.06	0.1	0.16
	Approved under 193285	0.087	0.238	0.325

While the Highways can accept the proposed trip rates for Class B8, that of Class B1 and B2 are significantly lower than the trip rates of WSTM4 or previous approvals. The Highways are concerned with the parameter applied. For example, the site is not comparable to a 'village' site and a 'development' zone. The site selection criteria shall refer to the technical note TRICS Location Definitions (December 2008).

The applicant confirms that the proposed variety of uses for Class B1 will be similar to the approved application 193285. It is, therefore, advised to assess the development trip rates either with the WSTM4 or the approved trip rates in 193285. If TRICS data will be used, the selected sites will have to be representative to the proposed site.

Parking

Level of Parking

The applicant has mentioned the parking ratio of 1:78 as agreed at the Winnersh Triangle Series 1100/1040, which is approved for Use Class E(g)(iii) (industrial process incidental to film, video or sound recording).

The Highways have no objection in principle for the parking demand to be assessed parking accumulation. However, the Highways are not contented with the trip rates proposed. Revision is required [and this is still relevant](#).

Alternatively, the applicant may wish to consider the provision of parking spaces according to the WBC Car Parking Standards. The parking requirements for B1, B2 and B8 are as follows:

User Class	Car Parking Requirement	Cycle Parking Requirement
B1	Less than 2500m ² : 1 space/25m ² More than 2500m ² : 1 space/30m ²	1 LT space/150m ²
B2	Up to 250m ² : 1 space/25m ² Additional space above 250m ² : 1 space/50m ²	1 LT space/200m ²
B8	Up to 250m ² : 1 space/25m ² Additional space above 250m ² : 1 space/200m ²	1 LT space/200m ²

It is relevant to note that the parking requirement for B2 would be 105 spaces, instead of the proposed parking required as stated in Section 5 of the technical note to be 110 spaces, which is equivalent to a shortfall of 20 spaces.

The applicant suggests that reduction from the WBC standard is justified by the site being located close to good public transport services. However, this site is proposed to operate at all hours of the day, which would include the hours which public transports are not in services. The technical note suggests that lower level of staff will be required for the anticipated nature of potential business with night shifts. This might be acceptable subject to planning condition restricting the maximum number of occupiers between night-time when public transport services is not a practical substitute to driving a car.

Alternatively, the applicant shall consider limiting the maximum B1 and B2 use floor space of total floor spaces for the flexible of staff numbers.

Meanwhile, it is also proposed that the site will unlikely be entirely B1 office use, or else the service area can be reconfigured to create additional parking spaces to accommodate 175 parking spaces. If the applicant does not intend to restrict the maximum proportion or the mix of each use class in this proposal, proposed parking arrangement with suitable manoeuvring for the worst-case scenario (Use Class B1) will have to be submitted in the proposal.

While parking demand based on parking accumulation could be an acceptable approach, the proposed trip rates in this technical note is unlikely to be acceptable as mentioned in the previous section.

If the applicant might intend to utilise any unallocated parking spaces of the wider site, parking survey data shall be provided to verify the existing parking utilisation.

EV Charging Points

Eight standard EVCPs and two blue badge parking with EVCPs are proposed, which is welcomed.

Cycle Provisions

Cycle provisions are expected to be provided according to the WBC Parking Standards. 36 no. of cycle parking are proposed in the revised site plan, aligning with the requirement for Use Class B1, which is welcomed.

Conditions & Reasons (if required)

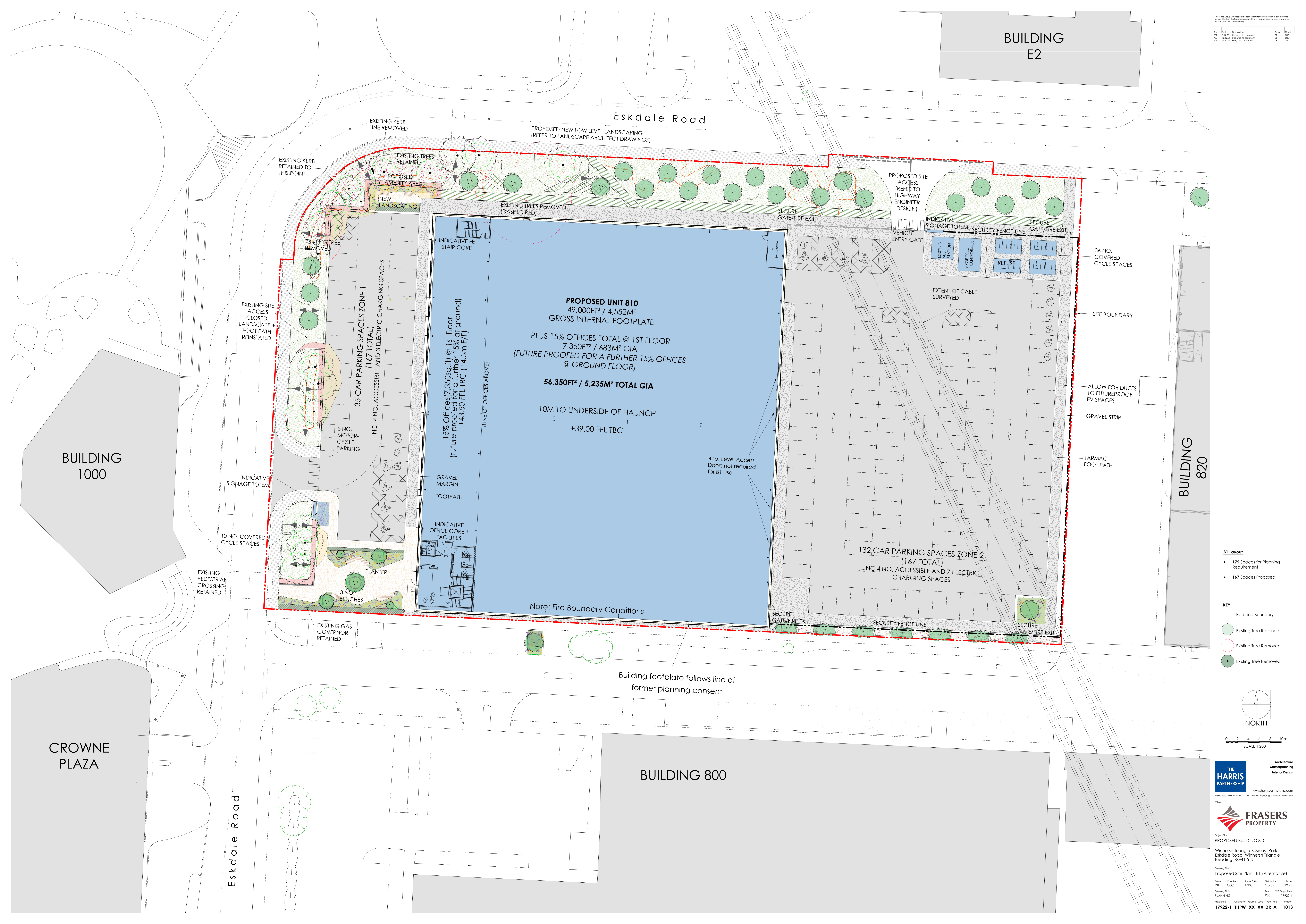
Date:	1/12/2025	Signed:	JP
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Appendix B

Revised site plan with car parking

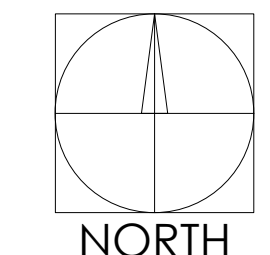
The Harris Group Ltd does not accept liability for any deviation to our drawings or specifications. No drawing is to be used for construction without the written approval of the Harris Group Ltd.

Rev	Date	Description	Drawn	Check
01	12.12.20	Issued for comments	DB	OJC
02	12.12.20	Issued for comments	DB	OJC
03	12.12.20	Drawn completed	DB	OJC



- B1 Layout**
- 175 Spaces for Planning Requirement
 - 167 Spaces Proposed

- KEY**
- Red Line Boundary
 - Existing Tree Retained
 - Existing Tree Removed
 - Existing Tree Removed



0 2 4 6 8 10m
SCALE 1:200

THE HARRIS PARTNERSHIP
www.harrispartnership.com
Winchester Southampton Milton Keynes Reading London Harrogate
Client

FRASERS PROPERTY
Project Site
PROPOSED BUILDING 810

Winnersh Triangle Business Park
Eskdale Road, Winnersh Triangle
Reading, RG41 5JS

Drawing Title
Proposed Site Plan - B1 (Alternative)

Drawn	Checked	Scale	Rev	Rev Status	Date
DB	OJC	1:200	01	Status	12.25
PLANNING	PLANNING		02	Rev	17922-1

Project No. 17922-1 THPW XX XX DR A 1013

Appendix C

Office Trip Rates, Trip Generation and Parking Accumulation calculation

TRICS 8.25.6

Trip Rate Parameter: GFA

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Worst case

5235 sqm

Calculation 100 sqm

Count Type Cars

ARRIVALS
Trip

DEPARTURES
Trip

Period No.Days Ave.GFA Arrivals Departures Totals

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 2 4539 0.716 0.099 0.815

08:00-09:00 2 4539 1.289 0.088 1.377

09:00-10:00 2 4539 0.628 0.055 0.683

10:00-11:00 2 4539 0.176 0.187 0.363

11:00-12:00 2 4539 0.242 0.154 0.396

12:00-13:00 2 4539 0.264 0.397 0.661

13:00-14:00 2 4539 0.275 0.319 0.594

14:00-15:00 2 4539 0.121 0.253 0.374

15:00-16:00 2 4539 0.121 0.43 0.551

16:00-17:00 2 4539 0.121 0.903 1.024

17:00-18:00 2 4539 0.143 0.936 1.079

18:00-19:00 2 4539 0.121 0.441 0.562

19:00-20:00

20:00-21:00

21:00-22:00

22:00-23:00

23:00-00:00

Daily Trip Rates: 4.217 4.262 8.479

221

223

Parking
Accumulation

5

37

100

130

130

134

127

125

118

102

61

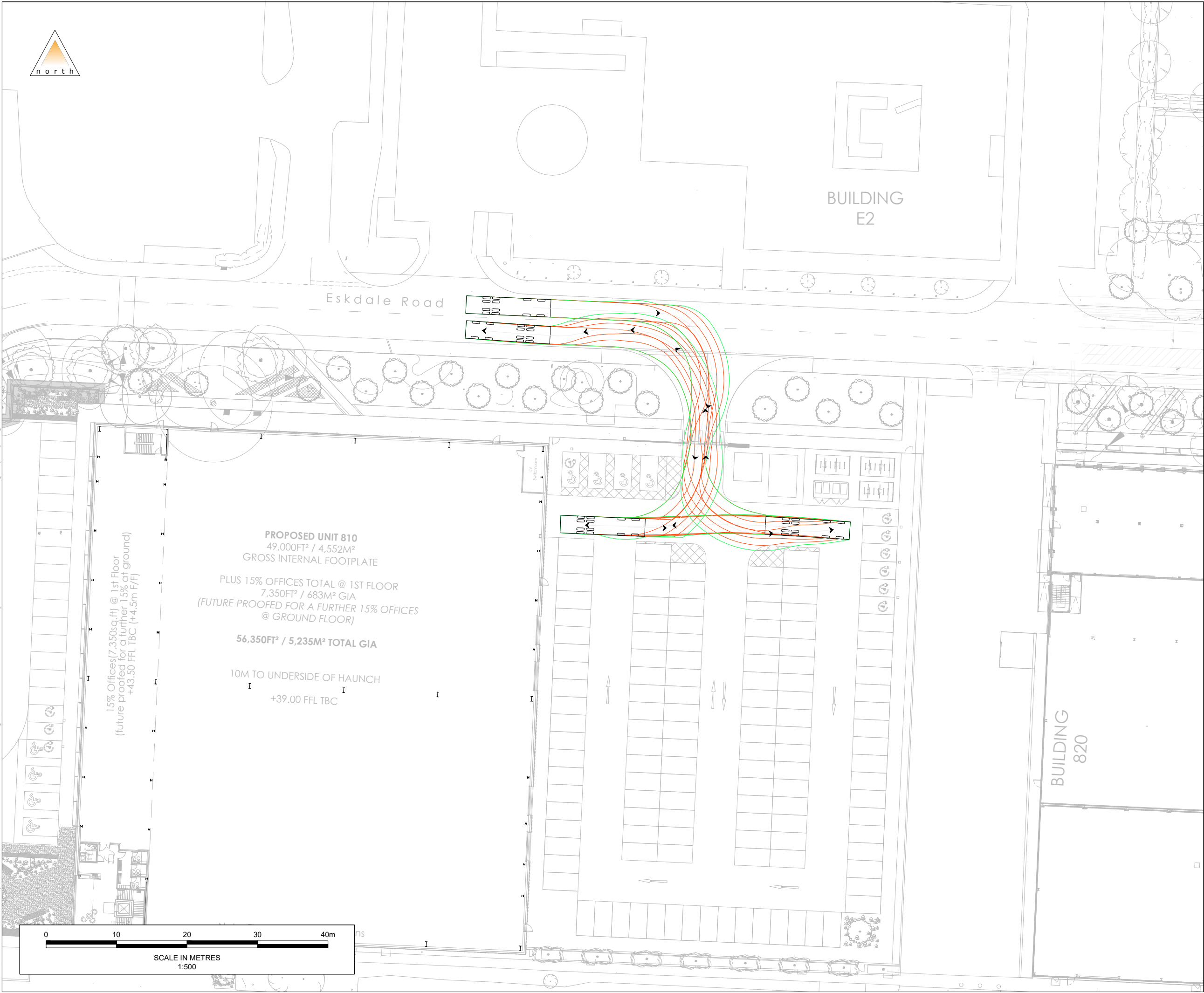
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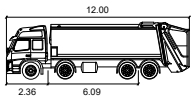
Appendix D

Updated swept path analysis – Supplementary Layout – Refuse Collection Vehicle

C:\Users\williamcaney\Motion\Staff\Site - Fw10 2207015\Drawings\2207015-TK106A & TK107A [Refuse Vehicle - Alternative Parking Layout].dwg



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



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

A	Updated Arrangements	WMC	PdeJ	PdeJ	15/12/2025
-	First Issue	WMC	PdeJ	PdeJ	09/12/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Winnersh Midco S.A.R.L

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

Title:
**Swept Path Analysis
12 Metre Refuse Vehicle**

Scale: 1:500 (@ A3)

Drawing:
2207015-TK106

Revision:
A