



## TRANSPORT NOTE

To: **Wokingham Borough Council**  
From: **Iceni Projects Ltd**  
Date: **16<sup>th</sup> April 2025**  
Title: **Shinfield Park, Reading – Response to WBC Highways Comments**

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### a. Introduction

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1. Iceni Projects Ltd has been appointed by Wrenbridge (FRELD Reading) LLP to provide highways and transport information in support of the proposed redevelopment of existing office development at Shinfield Park, Reading, RG2 9FW – henceforth referred to as “the Site”. The Site falls within the boundary of Wokingham Borough Council (WBC) as the local planning and highway authority.
2. A planning application was submitted in February 2025 (ref: 250415) for construction of 5 buildings with Unit 3 being designed so it could be one or 2 units. Each unit will have dedicated parking and service yards, with an element of parking also being provided within the existing car park to the north of the site under a flexible employment use for Class E(g)(ii), E(g)(iii), B2 and B8 uses.
3. Following submission of the application, WBC Highways has provided comments on the application in their role as highway authority; the full response is included at **Appendix A1**.
4. This note provides a response to the comments provided where WBC has requested clarification or further information, with WBC comments in blue italics and Iceni Projects’ response in normal text. All agreed matters have not been replicated within this Note.

### b. Site Layout Changes

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5. In response to consultee feedback and detailed design development the proposed site layout (and associated plans) have been adjusted to accommodate the following changes:
  - Adjustment to the cycle shelters serving Unit 1 (now double-height facility) to allow for additional landscaping; the number of spaces has remained the same
  - Revisions to the fence lines around Units 2, 5 and to the PRow/north car park gate
  - Adjustment to the traffic island at the site entrance
6. We have also picked up on a discrepancy in the floorspace figures stated within the submitted floorspace schedule which have been corrected. For clarity, these are highlighted on the revised site layout plan included at **Appendix A2**:
7. The stated floorspace has been updated having been remeasured by the architect, with the floor areas changing as shown in **Table 1**. Overall, the remeasured areas equate to an uplift of 298m<sup>2</sup>, which at 1.5% of the floorspace quoted in the TS submitted with the application is a negligible change.

**Table 1 Floorspace Update (sqm GIA)**

| Unit  | Submitted | Updated | Change |
|-------|-----------|---------|--------|
| 1     | 8,030     | 8,114   | 84     |
| 2     | 3,799     | 3,862   | 63     |
| 3A    | 1,106     | 1,119   | 13     |
| 3B    | 1,106     | 1,119   | 13     |
| 4     | 2,593     | 2,655   | 62     |
| 5     | 3,468     | 3,531   | 63     |
| Total | 20,102    | 20,400  | 298    |

8. Consideration has been given to how the amended GIA may affect trip generation and parking requirements and again, the result is negligible change as highlighted below:
- AM peak vehicle trips increase from 131 two-way to 133
  - PM peak vehicle trips increase from 112 two-way to 113
  - Minimum cycle parking required increases from 101 to 102 spaces
  - Maximum B2/B8 average car spaces increases from 258 to 262 and our provision changes from 88% of the maximum to 86% of the maximum. Including overspill parking it changes from 97% to 95% of the maximum
  - Potential HGV parking requirement increases from 40 to 41
9. Therefore, these are all negligible changes that do not affect change what is required/acceptable for the site or the conclusions of the report as the proposal already accommodates the required level of parking for cars, cycles and HGVs based on the amended floorspace calculation.

**c. Car Parking**

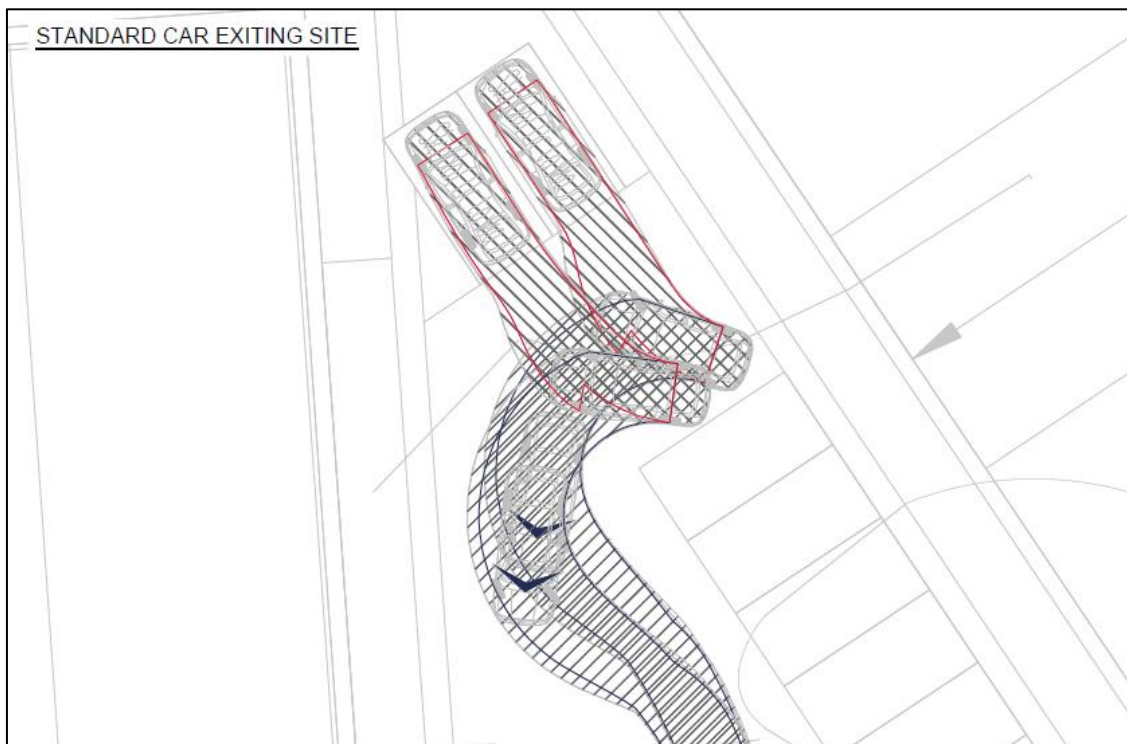
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*Highways is concerned with the 2 spaces at the end of the parking area for plot 1 as egress from these spaces would require a long reversing distance. See Below.*



10. **Figure 1** and the drawing included at **Appendix A3** shows that vehicles can manoeuvre in and out of the above spaces without needing to reverse a long way and, as such, they are considered to be acceptable.

**Figure 1** Swept Path Analysis



*Car share bays were mentioned in the travel plan but have not been indicated on the parking plans.*

11. The number and location of car share bays will be determined by individual occupiers and provided in line with the Travel Plan to suit the number of car sharers they have.

#### **d. HGV Parking**

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*The transport statement states that where standards apply, a ratio of 1 space per 500sqm is required. For the proposed development this would require 40 spaces. Evidence of this standard would be required.*

*Based on this evidence a further 14 spaces would be required. Highways would need to see the areas that would be available for the parking of HGVs outside the loading areas to ensure that HGVs do not park on the site roads.*

12. Should some units require additional lorry parking either overnight or for short periods throughout the day for any drivers who need a break to comply with driving hours legislation then all units, except for 3A and 3B can provide additional parking as shown indicatively in **Figure 2**.
13. This shows that in addition to the 26 loading doors provided, there could be a further 17 lorries parked within the demise of the units. On this basis, there could be 43 lorries across the site before there would be any impact on the estate roads. Given that this accords with typical industry standard which would require 41 spaces based on the updated floor areas this is considered to be acceptable.

**Figure 2 Potential Lorry Parking**



#### e. Cycle Parking

*The cycle parking for plots 2, 3A, 3B and 5 are close to the main access into the buildings which is welcome. For plots 1 and 4 highways would recommend that these be moved closer to the respective accesses into the buildings.*

14. The Unit 4 cycle parking is considered to be located close enough to the building and it has a direct path between it and the building entrance. While the cycle parking for Unit 1 is slightly further from the entrance, a large number of spaces are required and it was concluded that this quantum of parking could not easily be accommodated in a location closer to the entrance, with the blue badge parking rightly taking precedent and being located closest to the entrance. Again, there is a path direct from the parking to the building entrance and it is considered that this location will not deter people from cycling to the site. As such, the location of all cycle parking is considered to be acceptable.

*Highways would also recommend that visitor parking for cyclists and electric cycle spaces are also provided.*

15. As outlined in the TS submitted with the application, development such as this would be expected to attract relatively few visitors and the majority of visitors are sales reps who will typically drive to the site as they will be visiting multiple locations within the area in a day. Therefore, other modes of travel are not likely to be viable. Visitors will be able to use the cycle parking provided and there is a commitment in the Travel Plan to monitor usage and provide additional cycle parking if required.

16. With regard to electric bikes, the majority of models have removal batteries that can be charged via standard mains plug sockets so there is a limited need to provide electric charging within cycle stands. This will however, in any event be considered at the detailed design stage.

#### f. Motorcycle Parking

*Under Borough standards for any employment use there would need to be provided 9 motorcycle spaces. Over the entire site, a total of 15 spaces are proposed which is welcome.*

*However, it is not clear on the Masterplan where these spaces are.*

17. The motorcycle parking is not referenced in the key, but for clarity, it is shown on the drawing by the smaller bays within the parking areas as shown in **Figure 3** which shows the motorcycle parking for all units.

**Figure 3 Motorcycle Parking**



## g. Trip Rates

*The framework delivery and servicing plan included trip rates for HGV's. This has not been included in the Transport Statement and is required.*

18. While the trip rates are not included in the TS, there is a parking accumulation assessment provided in **Table 5.5** which identifies the arrivals and departures throughout the day. While not explicitly outlined within the text of the report, the HGV trip rates are included within the TRICS output data in **Appendix A5** of the TS. For ease of reference, the parking accumulation data is replicated in **Table 1**. It should be noted that the updated floor areas have not changed the trip generation for HGVs.

**Table 1 HGV Accumulation Assessment – Whole Development**

| Time  | HGVs |     |              |             |
|-------|------|-----|--------------|-------------|
|       | In   | Out | Accumulation | Sensitivity |
| Start |      |     | 5            | 21          |
| 07:00 | 3    | 2   | 6            | 22          |
| 08:00 | 6    | 4   | 8            | 24          |
| 09:00 | 6    | 6   | 8            | 24          |
| 10:00 | 6    | 6   | 8            | 24          |
| 11:00 | 6    | 5   | 9            | 25          |
| 12:00 | 6    | 6   | 9            | 25          |
| 13:00 | 6    | 5   | 10           | 26          |
| 14:00 | 5    | 6   | 9            | 25          |
| 15:00 | 4    | 5   | 8            | 24          |
| 16:00 | 3    | 3   | 8            | 24          |
| 17:00 | 1    | 2   | 7            | 23          |
| 18:00 | 1    | 1   | 7            | 23          |

19. As shown, the peak two-way HGV movements occur between 09:00-10:00 and 12:00-13:00 when there will be six arrivals and six departures spread across the whole development and the level remains fairly consistent throughout the majority of the day with an estimated 9 to 12 two-way trips per hour between 08:00 and 16:00. Outside of these times there will be fewer HGV movements.
20. As outlined above there are 26 loading doors provided across all units, and, as such, this should be sufficient to accommodate the expected demand at the site.

## h. Walking and Cycling

*There appears to be a 2m wide pavement with crossing points which is welcome.*

*Highways would recommend that tactile paving and dropped kerbs are installed.*

21. Whilst not shown on the drawings submitted, this will be provided at all crossing points within the development and will be shown on the detailed design drawings for the site.

*Between Unit 3b and 4 there is a walking route of around 2m wide. However as mentioned below, if this is going to be used for fire access this will need to be wider but could be design as 2m tarmac with the remaining width grass crete or similar.*

22. The swept path analysis drawings included within the TS showing fire engine tracking in this location was included in error. This was a strategy being considered while the layout was being developed, but changed prior to the application being submitted. No vehicles will access this space.

*There appears to be no mention of improving the public right of way to Railton Close. This would be required to improve walking and cycling access to the site or of improving pedestrian links to Shinfield Road.*

23. The section of public right of way that traverses the site (i.e. within the red line site area) will benefit from changes to the existing boundary treatment, which currently comprises a chain link fence hard up against the path on either side. The landscape proposals involve removing the existing fences to be replaced with a post and rail fence to the north and a set-back palladin fence to the south. This will have the effect of opening up the path on either side, improving its setting and the overall user experience, thereby providing a positive enhancement.

#### **i. Site Roads**

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*The site roads would need to be design to acceptable standards.*

24. Noted and agreed, full details will be developed at the detailed design stage.

*As the roads within the current site are private, highways have assumed that this will be the same for this development. This will need to be clarified.*

25. The estate roads will remain private.

*If this is the case then, this would also need to be included in the s106 agreement, including details of the management company set up to look after the maintenance of the roads, the Borough's inspection fee and the APC Bond.*

26. Noted, this can be discussed as part of the S106 negotiations.

#### **j. Swept Paths**

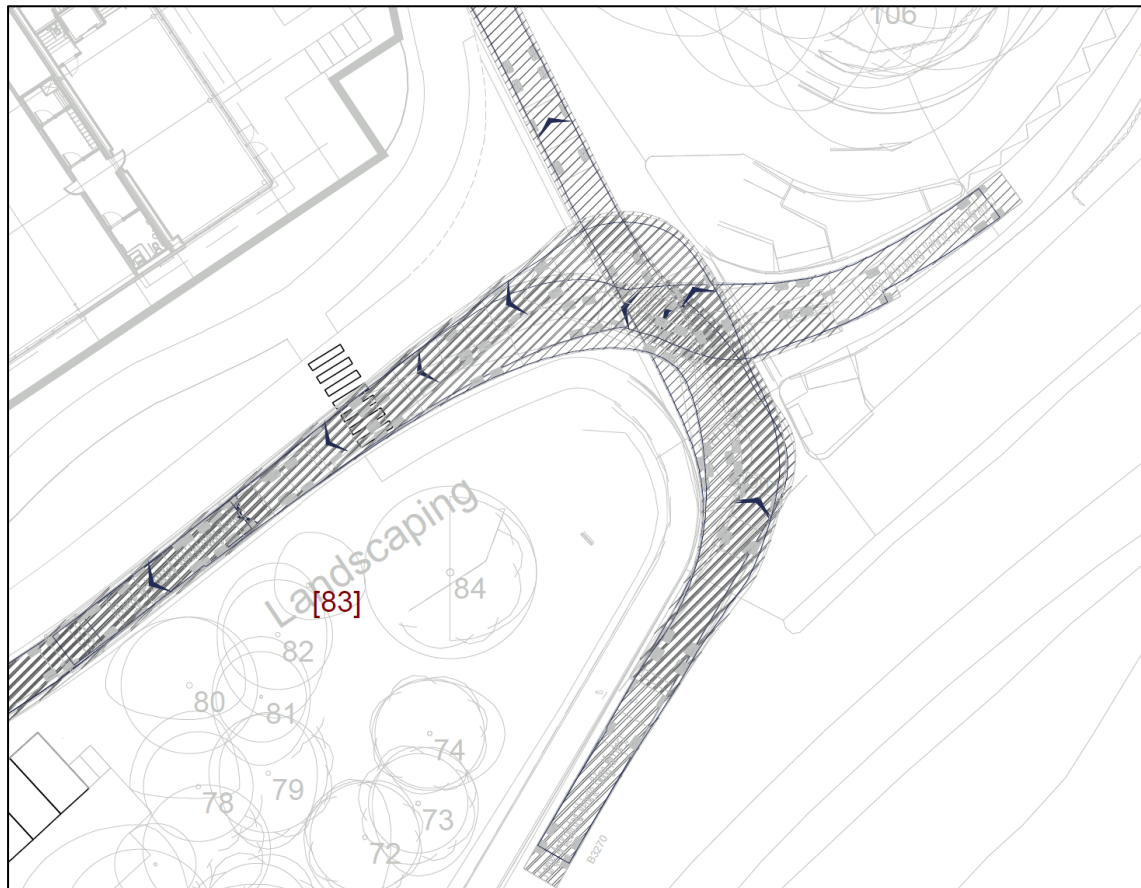
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*Highways is concerned that the swept path drawings do not show the full layout of the access and egress. This will be required.*

*Highways would also need to see the swept paths of an articulated lorry turning into the main site road from Whitley Wood Lane.*

27. Drawing 02.1 Rev J shows an articulated lorry entering the site from the B3270 and Whitley Wood Lane. The manoeuvres are shown in **Figure 4**.

**Figure 4 Articulated Lorry Entering the Site**



*For plots 3a, 3b and 4 requires the articulated vehicle to reverse in from the site road. It looks as if the articulated lorry reversing into 3b would pass close to the gate for the yard for plot 1. This needs looking at.*

28. While an articulated lorry reversing into Unit 3B may manoeuvre close to the gate for Unit 1, the vehicle will not interfere with the operation of the gate. By virtue of its size, Unit 3B will generate a low number of HGV movements and may not generate any articulated lorry movements. As outlined in the DSP submitted with the application, Unit 3B will generate an estimated 7 two-way HGV movements per day (potentially 4 vehicles) and it is likely that not all of these will be articulated lorries. This tracking has been shown as a worst case and does demonstrate that a vehicle of this size can access the site if required.

*Drawings 02.7 Rev E, 02.8 Rev E, 02.9 Rev C and 02.10 Rev C show the manoeuvring of a fire tender in land which highways have assumed to be between plot 3 and plot 2. This swept path does not appear to follow any footpath. If fire access is required, this would need to be 3.7m in width and cannot pass over landscaping. This needs looking at.*

29. As noted above, the swept path analysis drawings included within the TS showing fire engine tracking in this location was included in error. This was a strategy being considered while the layout was being developed, but changed prior to the application being submitted. No vehicles will access this space.

*Drawings 02.10 Rev C and 02.11 Rev A show a panel van access the amenities space which is welcome though it appears that the manoeuvring of the van goes across grass, this will need looking at.*

30. The swept path analysis has been revisited to ensure that a panel van can access the area without encroaching on the grass. The amended tracking is shown in **Figure 5** and also included at **Appendix A3**.

**Figure 5** Panel Van Entering Amenity Area



#### **k. Visibility Splays**

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*Highways would have expected visibility splays for the accesses into the service yards and for the internal junction to have been submitted. These have not and are required.*

31. These were not included as this is a private estate road, not public highway, however, for completeness a drawing showing this has been included at **Appendix A4**. This shows that required visibility splays can be achieved, although the splay to the right for the internal priority junction is constrained by the distance to the B3270. That said, the position of this junction is the same as the existing internal layout so should be considered acceptable.

#### **I. Sustainability Assessment**

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*No sustainability assessment was carried out and included within the transport assessment as would have been expected.*

32. A multimodal trip generation assessment was included in the TS in **paragraphs 5.11-5.16** including a table summarising the potential trips by each mode and accompanying analysis of this. This concluded that there would be a negligible impact on existing services with up to 3 bus passengers and 2 rail passengers per journey; therefore, it was considered that a more detailed analysis was unnecessary.

*Currently the bus stops have a flag and a paper timetable. Highways would recommend that a contribution of up to £25k per stop be sought to improve these bus stops to include shelters and real time information.*

33. Noted. This is acceptable in principle, but will need to be considered in light of all other contributions requested for the development.

**m. Travel Plan**

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*Please note a contribution of £4,500 would be required to enable WBC to monitor the travel plan.*

34. Accepted and agreed.

**n. Summary**

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35. In summary, it is considered that there are no outstanding highways or transport matters that would preclude the application from being recommended for approval.

## **A1. WBC HIGHWAYS RESPONSE**

**Date:** 25 February 2025  
**Application:** 250415



**WOKINGHAM  
BOROUGH COUNCIL**

WBC Highways

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Development Management &  
Compliance

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Dear WBC Highways,

**Full Planning Approval Consultation**

**Application Number:** 250415

**Applicant:** Wrenbridge (FRELD Reading) LLP

**Site Address:** Shinfield Park, Whitley Wood Lane, Shinfield, Wokingham, RG2 9FW

**Parish:** Shinfield

**Grid Reference:** Easting - 472865, Northing - 169083

**Type of Development:** Major Heavy industry/storage/warehouse

**Proposal:** Full application for the proposed redevelopment of site for flexible employment use (Use Class E(g)(ii)-(iii)/B2/B8) together with servicing areas, parking, landscaping and other associated works, including demolition.

**Case Officer:** Benjamin Hindle

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 250415. 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 found on the Z Drive at: [Z:\Standard Planning Conditions](#).

Your observations are required in respect of this application within **10 working days** of the above date or **15 working days** if the development type is classed as a major development.

Yours sincerely,  
Development Management & Compliance

# MEMORANDUM

|                             |                                                                                                                                                                                                                            |                |        |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------|
| <b>From:</b>                | (Name)<br>(Job title)                                                                                                                                                                                                      |                |        |
| <b>Service</b>              | WBC Highways                                                                                                                                                                                                               | <b>App No:</b> | 250415 |
| <b>Address:</b>             | Shinfield Park, Whitley Wood Lane, Shinfield, Wokingham, RG2 9FW.                                                                                                                                                          |                |        |
| <b>Proposal:</b>            | Full application for the proposed redevelopment of site for flexible employment use (Use Class E(g)(ii)-(iii)/B2/B8) together with servicing areas, parking, landscaping and other associated works, including demolition. |                |        |
| <b>Type of Development:</b> | Major Heavy industry/storage/warehouse                                                                                                                                                                                     |                |        |
| <b>Site Visit Made:</b>     | 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

1. Highways understands that this application is to redevelop the former office site into flexible employment usage.
2. It is welcome that pre-application discussions have taken place.
3. This application is supported by a transport assessment and travel plan which is welcome.

### Parking

4. It is proposed that there will be 226 parking spaces allocated on site. With the inclusion of 24 overflow spaces this would increase to 250 spaces. The level of parking for each unit is set out below
5. All spaces are 5m x 2.5m and there is ample space behind for safe manoeuvring.
- 6.

| Unit | Sqm   | On Plot | Overflow | Total |
|------|-------|---------|----------|-------|
| 1    | 8,030 | 19      | 65       | 84    |
| 2    | 3,799 | 45      |          | 45    |
| 3a   | 1,106 | 12      |          | 12    |
| 3b   | 1,106 | 15      |          | 15    |

|          |        |     |     |     |
|----------|--------|-----|-----|-----|
| 4        | 2,593  | 37  |     | 37  |
| 5        | 3,368  | 14  | 19  | 33  |
| Overflow |        |     | 24  | 24  |
| Total    | 20,102 | 142 | 108 | 250 |

7. Table 5.5 in the transport statement sets out a parking accumulation assessment is welcome. Highways have carried out the accumulation exercise using the trip rates in Appendix 5 and whilst there are differences, these are minimal, therefore the accumulation exercise is acceptable.
8. Highways concludes that there is ample parking on site for the proposed land uses.
9. All spaces are 5m x 2.5m and there is ample space behind for safe manoeuvring.
10. It is proposed that there would be 14 disabled spaces on site spread around the six units. This exceeds standards and is acceptable.
11. Highways is concerned with the 2 spaces at the end of the parking area for plot 1 as egress from these spaces would require a long reversing distance. See Below.



12. Car share bays were mentioned in the travel plan but have not been indicated on the parking plans.

#### HGV Parking

13. WBC have no standards for lorry parking for employment use.
14. Highways welcomes that the 14 loading bays can be used for HGV parking.
15. The transport statement states that there would be 26 loading doors proposed.
16. The transport statement states that where standards apply, a ratio of 1 space per 500sqm is required. For the proposed development this would require 40 spaces. Evidence of this standard would be required.
17. Based on this evidence a further 14 spaces would be required. Highways would need to see the areas that would be available for the parking of HGVs outside the loading areas to ensure that HGVs do not park on the site roads.

#### Cycle Parking

18. Based on Borough standards there would be a range of between 134 and 101 between office and the other employment land uses.
19. It is proposed that there would be 104 cycle parking spaces spread throughout the site.

20. This level of cycle parking spaces are spread throughout the site at each unit which is welcome.
21. The level of cycle parking is acceptable subject to a monitoring of the use of the cycle spaces within the Travel Plan and that if demand warrants it, more spaces are provided.
22. The cycle parking for plots 2, 3A, 3B and 5 are close to the main access into the buildings which is welcome. For plots 1 and 4 highways would recommend that these be moved closer to the respective accesses into the buildings.
23. Highways would also recommend that visitor parking for cyclists and electric cycle spaces are also provided.

#### Motor cycle parking

24. Under Borough standards for any employment use there would need to be provided 9 motorcycle spaces. Over the entire site, a total of 15 spaces are proposed which is welcome.
25. However, it is not clear on the Masterplan where these spaces are.

#### Electric Vehicle Charging

26. The Borough standards on electric vehicle charging have been replaced by Building Control Standards, Approved Document S.
27. Please note that in para 4.21 "BBC" should be "WBC".
28. It is proposed that there would be across the site 45 active and 205 passive spaces which is welcome

#### Access

29. It is proposed that the existing access from Lower Early Way and from Whitley Wood Lane would be used which is welcome.
30. Due to the change in land use, highways is of the view that there would not be a highway impact.

#### Trip Rates

31. As there is an existing use on site, the trips to and from this office land use would need to be calculated.
32. This has been done and agreed which is welcome. Highways would have expected the approved borough trip rates to have been used, however the trips used here would give a worst-case scenario.
33. Trip rates for an industrial estate have been calculated from TRICS database as this would likely be the category most suited for this development which is acceptable.
34. Based on this land use, the level of traffic would be less than that of the existing use of around 150 and 130 two-way trips in the am and PM peak hour respectively.
35. However, if this development becomes all office, the level of trip difference between existing and proposed but be a lot smaller.

36. The framework delivery and servicing plan included trip rates for HGV's. This has not been included in the Transport Statement and is required.

#### Traffic Assessment

37. The Borough's VISSIM model has been used to assess this application. The modelling output was not ready by the time the planning application was submitted.
38. Once the output for the Air and Noise assessment has been released, this will be sent to the consultant to enable these assessments to have been carried out.

#### Walking and cycling

39. There appears to be a 2m wide pavement with crossing points which is welcome.
40. Highways would recommend that tactile paving and dropped kerbs are installed.
41. Between Unit 3b and 4 there is a walking route of around 2m wide. However as mentioned below, if this is going to be used for fire access this will need to be wider but could be design as 2m tarmac with the remaining width grass crete or similar.
42. There appears to be no mention of improving the public right of way to Railton Close. This would be required to improve walking and cycling access to the site or of improving pedestrian links to Shinfield Road.

#### Site Roads

43. The main route through the site appears to be over 7m in width until it passes the entrance to unit 5. The width reduces up to the overflow car park.
44. The secondary road which provides access to Units 2 to 4 and the service yard for Unit 1 is approximately 7m in width.
45. The secondary road meets the main site road at a priority junction.
46. Further comments may be forth coming once comments on the swept paths have been satisfactorily answered.
47. The site roads would need to be design to acceptable standards.
48. As the roads within the current site are private, highways have assumed that this will be the same for this development. This will need to be clarified.
49. If this is the case then, this would also need to be included in the s106 agreement, including details of the management company set up to look after the maintenance of the roads, the Borough's inspection fee and the APC Bond.

#### Swept paths

50. Swept paths for a variety of vehicles of different dimensions have been submitted which is welcome.
51. Highways is concerned that the swept path drawings do not show the full layout of the access and egress. This will be required.

52. Highways would also need to see the swept paths of an articulated lorry turning into the main site road from Whitley Wood Lane.
53. For plots 3a, 3b and 4 requires the articulated vehicle to reverse in from the site road. It looks as if the articulated lorry reversing into 3b would pass close to the gate for the yard for plot 1. This needs looking at.
54. Drawings 02.7 Rev E, 02.8 Rev E, 02.9 Rev C and 02.10 Rev C show the manoeuvring of a fire tender in land which highways have assumed to be between plot 3 and plot 2. This swept path does not appear to follow any footpath. If fire access is required, this would need to be 3.7m in width and cannot pass over landscaping. This needs looking at.
55. Drawings 02.10 Rev C and 02.11 Rev A show a panel van access the amenities space which is welcome though it appears that the manoeuvring of the van goes across grass, this will need looking at.

#### Visibility Splays

56. Highways would have expected visibility splays for the accesses into the service yards and for the internal junction to have been submitted. These have not and are required.

#### Sustainability Assessment

57. No sustainability assessment was carried out and included within the transport assessment as would have been expected.
58. The nearest bus stops to this site are on Shinfield Road some 500m from the site. These bus stops are served by Bus Route 3 with a frequency of 4 buses an hour during peak periods. This bus service is therefore classed as a good service under CP6.
59. Currently the bus stops have a flag and a paper timetable. Highways would recommend that a contribution of up to £25k per stop be sought to improve these bus stops to include shelters and real time information.
60. There are good walk links to these stops with a footpath from Shinfield Road to Whitley Wood Lane allowing pedestrian and cycle access to the site.
61. There appears to be a lack of dropped kerbs and tactile paving on Whitley Wood Lane and the footpath to Shinfield Road appears to be narrow and unattractive.
62. However, that being said due to the location of the site close to good bus services, the site is sustainable.

#### Delivery and Servicing Plan

63. A framework delivery and servicing plan has been submitted which is welcome.
64. It is welcome that each occupier of the site will produce their own version of the document, and this will be secured by planning condition.
65. Occupiers of each unit are responsible to ensure that all deliveries are only undertaken in their own servicing yard. No deliveries will be allowed on the site roads which is welcome.
66. It is welcome that all occupiers would need to adhere to the final version of this document.

- 67. It is welcome that contractors who are part of the Freight Operators Recognition scheme.
- 68. Highways is content with this framework document.

#### Travel Plan

- 69. A framework travel plan has been submitted which is welcome.
- 70. There is no mention in the document of WBC guidance.
- 71. Initial travel plan targets have been included which have been based on 2011 census data. This is acceptable as travel surveys would be undertaken once the site has been occupied.
- 72. It is welcome that a Travel Plan Co-ordinator has been included. This role would need to have sufficient time and budget. The funding of the co-ordinator and the travel plan would be the occupiers of the units.
- 73. An initial Action Plan has been submitted which is welcome.
- 74. An interim travel plan would need to be submitted, then a full travel plan will be required normally 3 months after surveys have been undertaken.
- 75. Once surveys have been undertaken a survey report would need to be produced and sent to WBC.
- 76. Please note a contribution of £4,500 would be required to enable WBC to monitor the travel plan.

#### Construction Method Statement

- 77. A framework construction environmental management plan has been submitted which is welcome.
- 78. It is proposed that the construction period would be 18 months.
- 79. It is welcome that the document will be monitored. If there are any major changes to the document, the document will then need to be submitted to WBC for approval.
- 80. The construction working hours are set out in para 3.7.4. However, due to its location highways would recommend an 8am start.
- 81. It is proposed that the existing access will be used for construction and that the route for construction traffic will be to and from the J11 M4 which is welcome. A route plan would need to be included in the final document.
- 82. It is welcome that a construction traffic management plan will be submitted at prior to commencement of construction which is welcome. Highways is content to secure this document through a planning condition.
- 83. Any deliveries will need to be managed, and highways would recommend that wherever possible deliveries avoid the AM and PM peak hours.
- 84. All construction traffic accessing and egressing the site would need to be managed through banksmen.
- 85. It is welcome that wheel washing will be in operation. Highways would also recommend that the highway would be monitored and if required street sweepers would be used.
- 86. The site will need to be secured and that gates would need to be setback from the highway the length of the longest vehicle.
- 87. Highways would recommend that a separate pedestrian and cycling access is provided.
- 88. All parking and cycle parking would need to be provided in the compound.

|                                                                                                                                                                            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                            |
| <b>Conditions &amp; Reasons (if required)</b>                                                                                                                              |
| Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons. |

## **A2. REVISED LAYOUT PLAN**



LEGEND:

- Unit 1 remote parking
- Unit 5 remote parking
- Ancient Woodland
- 15m Buffer to Ancient Woodland
- Existing Public Right of Way
- Proposed Retaining Structure  
Refer to engineer's drawings for details
- 2.4m high Paladin Fencing to service yard

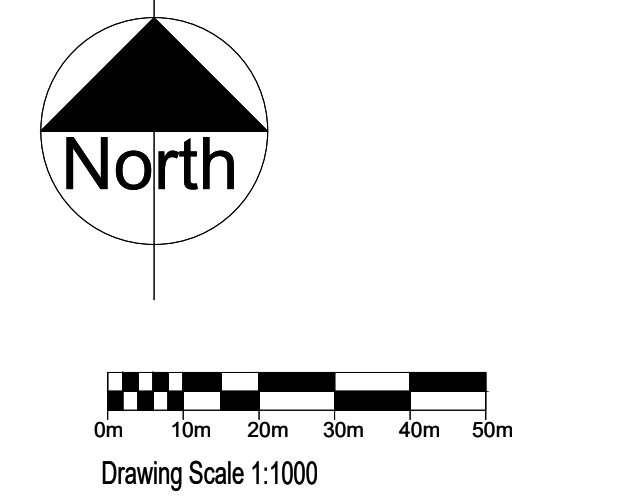
ACCOMMODATION SCHEDULE

|                    | %      | GIA sqm | GIA sqft | GEA sqm | GEA sqft |
|--------------------|--------|---------|----------|---------|----------|
| Unit 1             |        |         |          |         |          |
| Warehouse          | 85.3%  | 6,921   | 74,502   | 7,241   | 77,939   |
| GF Entrance & Core | 1.7%   | 137     | 1,475    |         |          |
| FF Office          | 13.0%  | 1,055   | 11,357   | 1,124   | 12,094   |
| Total              | 100.0% | 8,114   | 87,334   | 8,364   | 90,033   |
| Unit 2             |        |         |          |         |          |
| Warehouse          | 76.8%  | 2,967   | 31,940   | 3,196   | 34,401   |
| GF Entrance & Core | 3.0%   | 117     | 1,255    |         |          |
| FF Office          | 20.2%  | 779     | 8,380    | 840     | 9,046    |
| Total              | 100.0% | 3,862   | 41,575   | 4,036   | 43,447   |
| Unit 3A            |        |         |          |         |          |
| Warehouse          | 75.2%  | 841     | 9,052    | 983     | 10,586   |
| GF Entrance & Core | 8.1%   | 91      | 980      |         |          |
| FF Office          | 16.7%  | 187     | 2,009    | 214     | 2,299    |
| Total              | 100.0% | 1,119   | 12,041   | 1,197   | 12,885   |
| Unit 3B            |        |         |          |         |          |
| Warehouse          | 75.2%  | 841     | 9,052    | 983     | 10,586   |
| GF Entrance & Core | 8.1%   | 91      | 980      |         |          |
| FF Office          | 16.7%  | 187     | 2,009    | 214     | 2,299    |
| Total              | 100.0% | 1,119   | 12,041   | 1,197   | 12,885   |
| Unit 4             |        |         |          |         |          |
| Warehouse          | 75.8%  | 2,013   | 21,671   | 2,205   | 23,739   |
| GF Entrance & Core | 3.8%   | 102     | 1,099    |         |          |
| FF Office          | 20.3%  | 539     | 5,806    | 590     | 6,352    |
| Total              | 100.0% | 2,655   | 28,576   | 2,796   | 30,091   |
| Unit 5             |        |         |          |         |          |
| Warehouse          | 82.9%  | 2,928   | 31,516   | 3,142   | 33,818   |
| GF Entrance & Core | 2.6%   | 92      | 988      |         |          |
| FF Office          | 14.5%  | 511     | 5,504    | 561     | 6,034    |
| Total              | 100.0% | 3,531   | 38,009   | 3,702   | 39,852   |

| Total Development                 | GIA sqm | GIA sqft | GEA sqm | GEA sqft |
|-----------------------------------|---------|----------|---------|----------|
|                                   | 20,399  | 219,577  | 21,293  | 229,193  |
| Total Net Developable Area        | sqm     | ha       | acre    |          |
| Total Net Area Site Density (GEA) | 49,163  | 4.9163   | 12.15   |          |

Total Site Area: 5.5ha  
Note - Unit 1 haunch height of 12m, all other units 10m

NOTES:  
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Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.  
Subject to statutory approvals and survey.  
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.  
Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.  
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



|                                      |
|--------------------------------------|
| Institutional CarParking<br>Standard |
| B8 @ 1/100 sqm GEA                   |

84

40

12

12

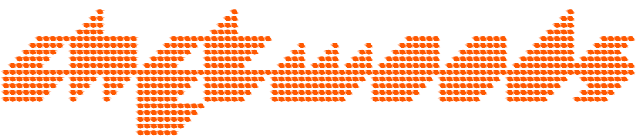
28

37

P6 General revision. Schedule updated. 10.04.25 SKT  
P5 EV spaces revised. 10.02.25 SKT  
P4 Unit 5 fence line revised. 24.01.25 SKT  
P3 Further co-ordination with Civils and Landscape drawings. 22.01.25 JC  
P2 Further co-ordination with Stantec drawings 20.01.25 SKT  
P1 ISSUED FOR COMMENTS. 18/12/24 SKT

| Rev | Revision Description | Date | Author/Reviewer |
|-----|----------------------|------|-----------------|
|     |                      |      |                 |

PLANNING  
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www.chetwoods.com



Project  
SHINFIELD PARK  
READING

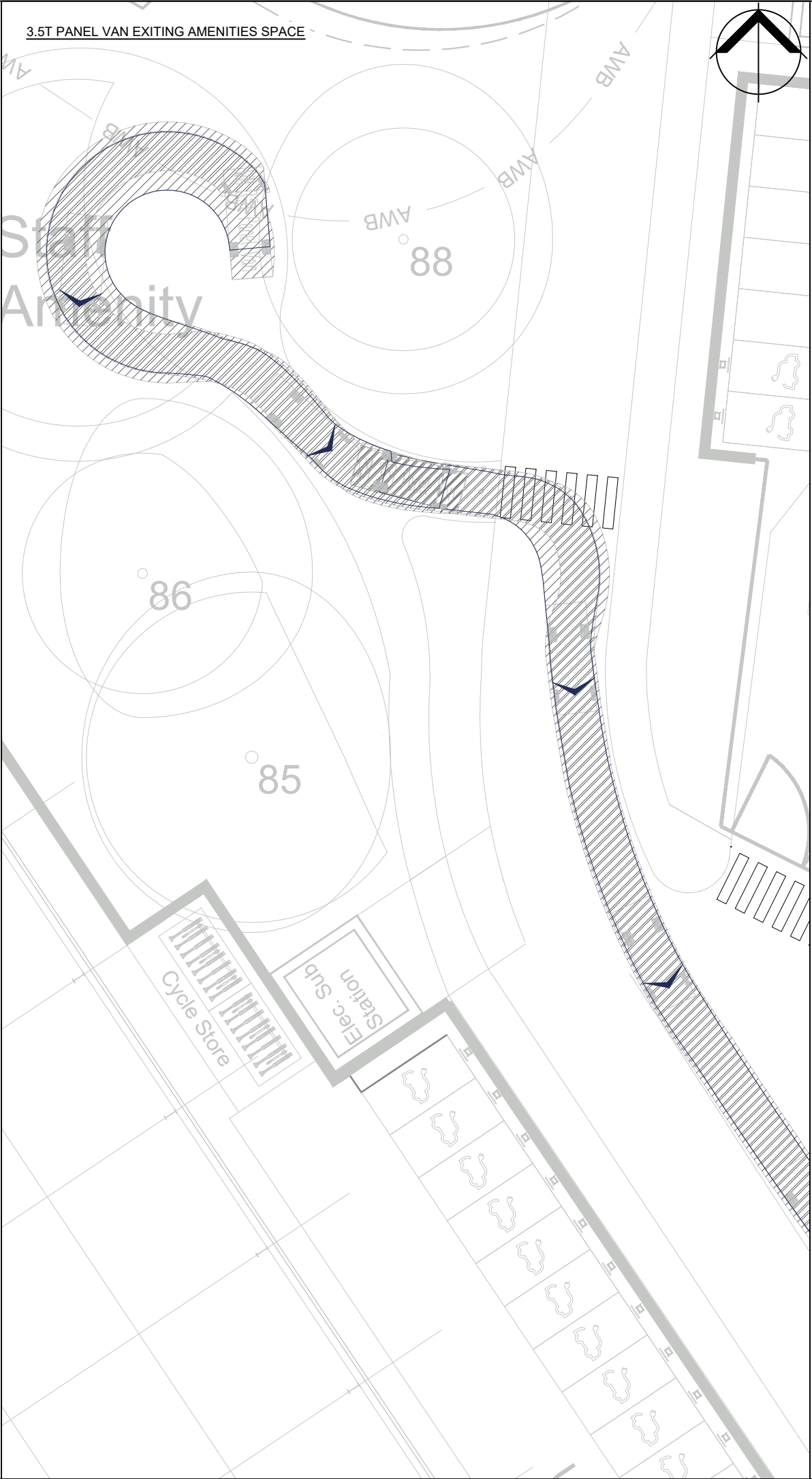
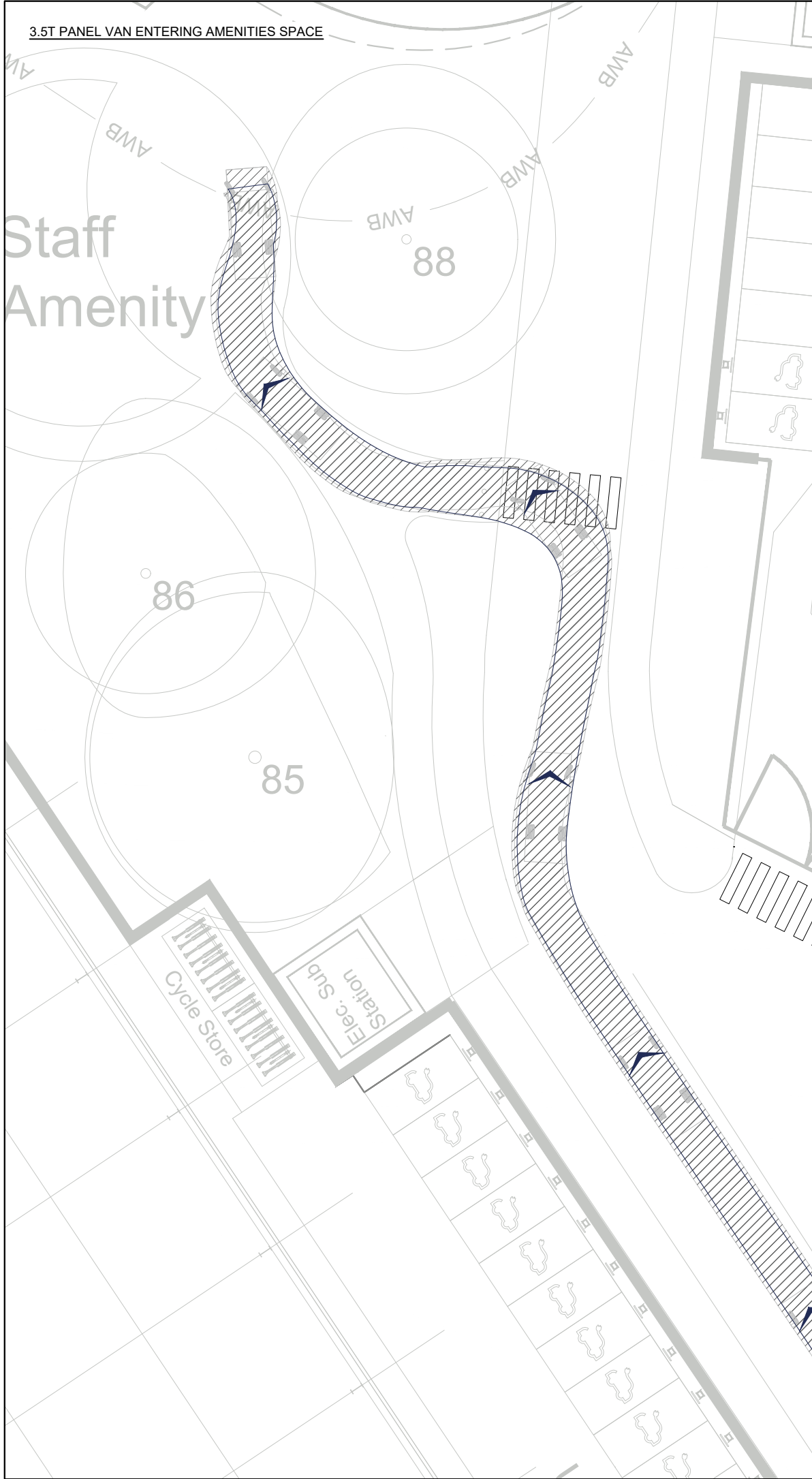
Client  
WRENBRIDGE

Drawing Title  
PROPOSED SITE LAYOUT MASTERPLAN

| Scale  | Size | Drawn | Checked | Date     |
|--------|------|-------|---------|----------|
| 1:1000 | A1   | SKT   | TM      | 18/12/24 |

| Project | Originator | Zone | Level | Type | Rate | Number | Rev |
|---------|------------|------|-------|------|------|--------|-----|
| 5704    | CA         | ZZ   | 00    | DR   | A    | 00051  | P6  |

### **A3. SWEPT PATH ANALYSIS**

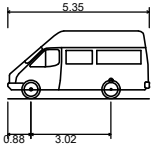


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VEHICLE PROFILE:



|                             |        |
|-----------------------------|--------|
| WM 3.5t Panel Van           |        |
| Overall Length              | 5.350m |
| Overall Width               | 1.970m |
| Overall Body Height         | 2.562m |
| Min Body Ground Clearance   | 0.335m |
| Track Width                 | 1.970m |
| Lock to lock time           | 4.00s  |
| Kerb to Kerb Turning Radius | 5.850m |

|     |            |                     |       |     |     |
|-----|------------|---------------------|-------|-----|-----|
| D   | 15.04.2025 | AMENDED BASE LAYOUT | AP    | SP  | SP  |
| C   | 11.04.2025 | AMENDED BASE LAYOUT | AP    | SP  | SP  |
| B   | 02.04.2025 | AMENDED BASE LAYOUT | AP    | SP  | SP  |
| A   | 24.01.2025 | REVISED LAYOUT      | AKC   | SP  | SP  |
| REV | DATE       | AMENDMENTS          | DRAWN | CHK | APP |

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WRENBRIDGE

PROJECT

SHINFIELD PARK, READING

TITLE

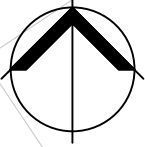
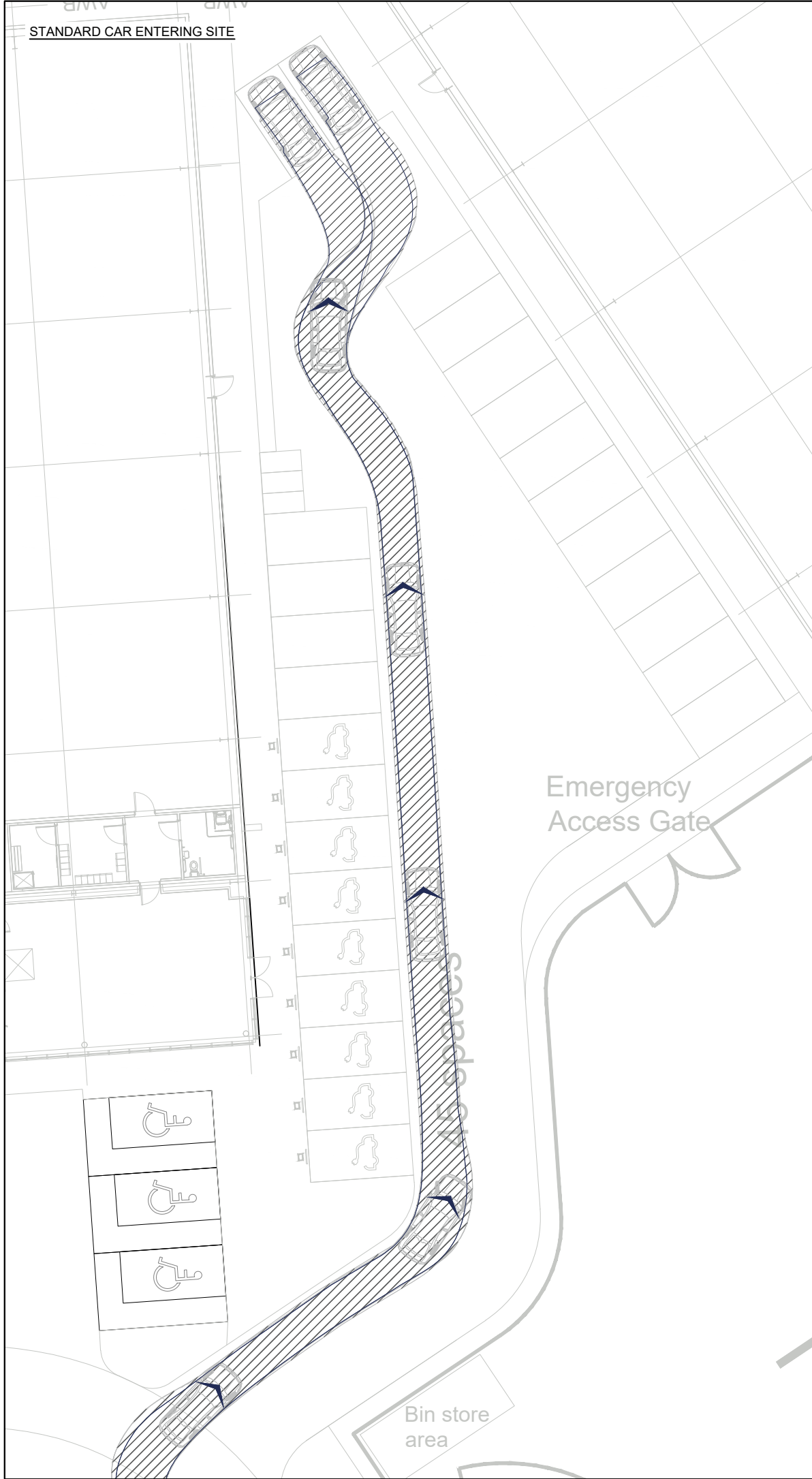
SITE LAYOUT REVIEW  
(3.5T PANEL VAN)

|                 |                                |                                 |
|-----------------|--------------------------------|---------------------------------|
| DRAWN BY<br>AKC | CHECKED BY<br>SP<br>03.01.2025 | APPROVED BY<br>SP<br>03.01.2025 |
|-----------------|--------------------------------|---------------------------------|

|                     |                    |
|---------------------|--------------------|
| SCALE @ A3<br>1:250 | DATE<br>03.01.2025 |
|---------------------|--------------------|

|                        |                      |           |
|------------------------|----------------------|-----------|
| PROJECT NO.<br>I000363 | DRAWING NO.<br>02.11 | REV.<br>D |
|------------------------|----------------------|-----------|

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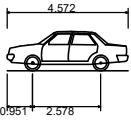


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VEHICLE PROFILE:



|                             |        |
|-----------------------------|--------|
| Skoda Octavia               | 4.572m |
| Overall Length              | 1.769m |
| Overall Width               | 1.488m |
| Overall Body Height         | 0.249m |
| Min Body Ground Clearance   | 1.713m |
| Max Track Width             | 4.00s  |
| Lock to lock time           | 5.100m |
| Kerb to Kerb Turning Radius |        |

|     |            |                |       |     |     |
|-----|------------|----------------|-------|-----|-----|
| B   | 15.04.2025 | REVISED LAYOUT | AP    | SP  | SP  |
| A   | 11.04.2025 | REVISED LAYOUT | AP    | SP  | SP  |
| REV | DATE       | AMENDMENTS     | DRAWN | CHK | APP |

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PROJECT

SHINFIELD PARK, READING

TITLE

STANDARD CAR SWEEP PATH ANALYSIS

|          |            |             |
|----------|------------|-------------|
| DRAWN BY | CHECKED BY | APPROVED BY |
| AKC      | SP         | SP          |
|          | 01.04.2025 | 01.04.2025  |

|            |            |
|------------|------------|
| SCALE @ A3 | DATE       |
| 1:250      | 01.04.2025 |

|             |             |      |
|-------------|-------------|------|
| PROJECT NO. | DRAWING NO. | REV. |
| I000363     | 04          | B    |

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#### **A4. VISIBILITY SPLAYS**

OVERALL VISIBILITY ASSESSMENT

Unit 1 Zone - 65 spaces

Unit 5 Zone - 19 spaces

Unit 1 Car Park - 19 spaces

Unit 2 Car Park - 45 spaces

Unit 3A Car Park - 12 spaces

Unit 3B Car Park - 15 spaces

Unit 4 Car Park - 37 spaces

Unit 5 Car Park - 14 spaces

Service Yard

Landscaping

Staff Amenity

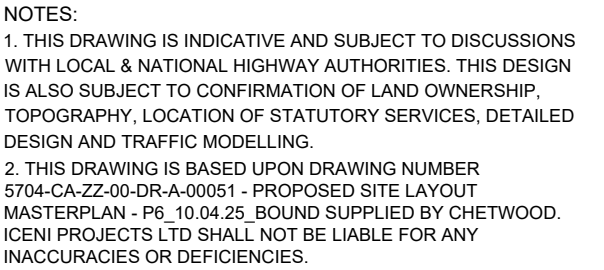
Emergency Access Gate

Pond

Existing Ponds retained

Existing path retained

MAXIMUM REQUIRED VISIBILITY SPLAY TO ENSURE ADEQUATE VISIBILITY TO VEHICLE TURNING LEFT INTO THE SITE



2.4M X 40M JUNCTION VISIBILITY SPLAY  
(BASED ON A 30MPH ROAD SPEED AS PER MFS STANDARDS)

2.4M X 22M JUNCTION VISIBILITY SPLAY  
(BASED ON A 20MPH ROAD SPEED AS PER MFS STANDARDS)

MAXIMUM REQUIRED VISIBILITY SPLAY  
TO ENSURE ADEQUATE VISIBILITY TO  
VEHICLE TURNING LEFT INTO THE SITE

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WRENBRIDGE

SHINFIELD PARK, READING

## SITE LAYOUT REVIEW

(OVERALL VISIBILITY ASSESSMENT)

|            |            |
|------------|------------|
| SCALE @ A3 | DATE       |
| 1:1000     | 02.04.2025 |

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