

Job Name: PureGym, Winnersh
Job No: 330910170
Note No: TN03
Date: 22nd June 2026
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Approved By: Brian Laird: Technical Director – Transport Planning
Subject: **PureGym, 6 King Street Lane, Winnersh, Wokingham, RG41 5AS**
Proposal: Change of Use of Unit from Class E (Retail)/ Class B8 to Class E (Gym)
Technical Response to Local Highway Comments

1. Introduction

- 1.1. This Technical Note [TN] has been prepared in response to comments received from the Highway Authority, dated 1 June 2026, in relation to the submitted planning application (Ref. 260600) at 6 King Street Lane, Winnersh.
- 1.2. Two technical notes have been prepared [TN01 and TN02] to provide an assessment of parking provision associated with the existing use and the proposed use, with a comparison also provided.
- 1.3. The TN specifically addresses comments relating to the traffic impact associated with the proposed development.

2. Proposed Development

- 2.1. The proposed development is not for the erection of a new unit to provide a private gym (use Class E gym). If this was the case, in highways and transport terms, the trip generation associated with the proposed development would be new to the local highway network.
- 2.2. The proposed development is for a change of use of an existing unit on site, from non-food retail (Use Class E retail) and Class B8 to a private gym (Use Class E gym). In highways and transport terms, the trip generation of the proposed development is therefore the difference in what the proposed development could generate against the trip generation that the existing use could have generated.

3. Trip Generation

- 3.1. The trip generation associated with the existing and proposed use of the building was assessed in TN02. With reference to TN02, **Table 3.1** provides a summary of the trip generation during a weekday from 8am to 9am and from 5pm to 6pm, which are considered the typical highway network peak hours, for the existing use.

Table 3-1: Peak Hour Vehicle Trip Generation for former non-food retail unit (Magnet)

Time Period	Arrivals		Departures	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
0800-0900	0.163	2	0.013	0
1700-1800	0.634	8	0.679	9

- 3.2. As can be seen in **Table 3.1**, the former Magnet unit would generate 2 two-way trips (arrivals and departures) during the weekday morning peak hour and 17 two-way trips during the evening peak hour.
- 3.3. **Table 3.2** provides a summary of the trip generation during a weekday from 8am to 9am and from 5pm to 6pm for the proposed use.

Table 4-1: Peak Hour Vehicle Trip Generation for former non-food retail unit (Magnet)

Time Period	Arrivals		Departures	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
0800-0900	0.500	6	0.427	5
1700-1800	1.251	16	1.221	16

- 3.4. As can be seen in **Table 3.2**, the proposed gym would generate 11 two-way trips (arrivals and departures) during the weekday morning peak hour and 32 two-way trips during the evening peak hour.

4. Traffic Impact

- 4.1. **Table 4.1** provides a summary of the difference in trip generation during a weekday from 8am to 9am and from 5pm to 6pm associated with the existing and proposed uses.

Table 4-1: Peak Hour Vehicle Trip Generation for former non-food retail unit (Magnet)

Time Period	Arrivals		Departures	
	Trip Rate	Trip Generation	Trip Rate	Trip Generation
0800-0900	0.500	+4	0.427	+5
1700-1800	1.251	+8	1.221	+7

- 4.2. As can be seen in **Table 4.1**, the proposed gym would generate 9 two-way trips more during the weekday morning peak hour and 15 two-way more trips during the evening peak hour.
- 4.3. It should also be noted that although all trips will enter and exit the site from King St Ln (B3030), some will have origins / destinations to the north and some will have origins / destinations to the south. The number of additional trips travelling through existing junctions will therefore be minimal, in the region of one every 10 minutes.
- 4.4. This level of increase will have zero traffic impact on the operation of existing junctions and therefore there is no justification for mitigation works to existing junctions being required as part of this planning application.

5. TRICS Site

- 5.1. The Highways comments refer to an existing PureGym site in the TRICS database; site reference Guildford – SC-07-K-02. Although this site is accepted and acknowledged, it should be noted that the survey for this site was carried out on Sunday 12 October 2025.
- 5.2. A survey carried out on a Sunday is not applicable when assessing the traffic impact during a weekday morning and evening peak hour.

- 5.3. It should also be noted that the Guildford site is located in the town centre, and Guildford has a population of approximately 78,000. In comparison the proposed site is located at the edge of the town, and the population of Winnersh is approximately 11,500, which is 15% in comparison with Guildford. The number of gym members that a site in Guildford has will therefore be significantly higher in comparison with the number of members at a site in Winnersh.

6. Summary and Conclusion

Summary

- 6.1. This Technical Note has been prepared in response to comments received from the Highway Authority, 1 June 2026, in relation to the submitted planning application (Ref. 260600) at 6 King Street Lane, Winnersh.
- 6.2. The Technical Note specifically addresses comments relating to the traffic impact associated with the proposed development.
- 6.3. The proposed development is not for the erection of a new unit to provide a private gym (use Class E gym). If this was the case, in highways and transport terms, the trip generation associated with the proposed development would be new to the local highway network.
- 6.4. The proposed development is for a change of use of an existing unit on site, from non-food retail (Use Class E retail) and Class B8 to a private gym (Use Class E gym). In highways and transport terms, the trip generation of the proposed development is therefore the difference in what the proposed development could generate against the trip generation that the existing use could have generated.
- 6.5. An assessment has been carried out of trip generation during the weekday morning and evening peak hours. The assessment demonstrated that the proposed the proposed gym would generate 9 two-way trips more during the weekday morning peak hour and 15 two-way more trips during the evening peak hour.
- 6.6. It should also be noted that although all trips will enter and exit the site from King St Ln (B3030), some will have origins / destinations to the north and some will have origins / destinations to the south. The number of additional trips travelling through existing junctions will therefore be minimal, in the region of one every 10 minutes.
- 6.7. This level of increase will have zero traffic impact on the operation of existing junctions and therefore there is no justification for mitigation works to existing junctions being required as part of this planning application.
- 6.8. The Highways comments refer to an existing PureGym site in the TRICS database; site reference Guildford – SC-07-K-02. Although this site is accepted and acknowledged, it should be noted that the survey for this site was carried out on Sunday 12 October 2025.
- 6.9. A survey carried out on a Sunday is not applicable when assessing the traffic impact during a weekday morning and evening peak hour. In addition, the population of Guildford is almost seven times of that compared with the population of Winnersh, where the number of gym members will be significantly greater.

Conclusion

- 6.10. This Technical Note has demonstrated that the proposed gym would generate a few more trips only in comparison with the existing use of the site during a weekday morning and evening highway network peak hour. The level of increase would however have zero traffic impact on the operation of existing junctions.

- 6.11. In conclusion, the proposed development should be considered acceptable in transport and highways terms.