

TN14 – Further Response to WBC Highways comments

Site: 810 Winnersh Triangle Business Park, Winnersh, Wokingham
RG41 5UX

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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 further queries raised by Wokingham Borough Council with regard to the potential future occupation of the site by a mix of uses, including Class E(g)/B2/B8. The analysis set out in the previous Technical Note has been expanded, further to a request from WBC Highways, to consider the maximum number of people the proposed 5,235 sqm building may accommodate whilst taking into consideration the potential impact on the local road network (namely the A329(M) westbound off-slip in the AM peak).
- 1.2 This note determines Census based mode share demands as well as the target mode share for the proposed development when it is open. The analysis extends to include a review of the potential employment density of the site to minimise the impact on the local roads.

2.0 Mode-share analysis

- 2.1 The latest material in the 2011 Census data has been utilised to determine method of travel to work for the area where the Building 810 building is located (MSOA 2011:E02003447: Wokingham 009). These are summarised by mode in Table 2.1:

Mode	2011 Census Data (Wokingham 009)	Target Mode Share on opening	Change
Underground, metro, light rail or tram	0.5%	0.5%	-
Train	8.1%	8.1%	-
Bus, minibus or coach	2.0%	2.0%	-
Taxi	0.2%	0.2%	-
Motorcycle, scooter or moped	0.8%	1.0%	+0.2%
Driving a car or van	75.9%	72.7%	-3.2%
Passenger in a car or van	4.3%	5.0%	+0.7%
Bicycle	3.8%	6.0%	+2.2%
On foot	4.0%	4.0%	-
Other method of travel to work	0.5%	0.5%	-
Total	100%	100%	

Table 2.1 – Summary of Travel Modes – 2011 Census data (Wokingham 009 area) and future Target

- 2.2 A target mode share for the proposed development has been determined by presenting an expected shift in mode of travel away from the private car from the 2011 data taking into consideration the following:
- ▶ Regular local transport services providing good public transport accessibility (bus and mainline rail within 300m of the site);
 - ▶ Recent improvements to the Winnersh Triangle railway and Park & Ride access arrangements and public realm around the station forecourt;
 - ▶ Clear and safe pedestrian routes to/from Winnersh railway station (recently refurbished with new lighting);

- ▶ Proximity to a well connected residential area and pedestrian link to large residential area to the west of Winnersh railway station;
- ▶ Well connected cycle network within Winnersh with nearby off-carriageway routes which have improved since 2011 at the time of the Census;
- ▶ Enhanced cycle infrastructure as part of proposed development with lockers and changing facilities provided;
- ▶ Promotion of powered two-wheeler travel further to the inclusion of dedicated motorcycle parking in line with WBC parking standards;
- ▶ Promotion of working at home, where feasible, as part of social changes since the Covid-19 pandemic; and
- ▶ A Travel Plan to be implemented as part of the development/estate plan to reduce private car use.

Working at Home mode-share – review

- 2.3 The Census data recorded in 2011 noted that there was 0.5% of the local population who were noted to have used 'other method of travel to work' and this would potentially include working at home. The explosion of working from home since the Covid-19 pandemic has allowed people to adopt flexible working now and this impacts on the mode share assessment.
- 2.4 A review of the Office for National Statistics article 'Characteristics of homeworkers, Great Britain: September 2022 to January 2023' published in February 2023 reports that in early 2023, some time after the pandemic measures had ceased, some 40% of working adults reported to be working at home over a typical week with the quantum varying between 25% and 40%. For the purposes of this assessment, the working from home proportion will be considered as part of the 'proportion of people attending the site per day' as follows:
- ▶ Class E (g)(i) – assume 70% attendance per day;
 - ▶ Class E(g)(ii) – assume 75% attendance per day; and
 - ▶ Class E(g)(iii), B2 and B8 – assume 80% attendance per day.

3.0 Employment density analysis

- 3.1 The request from WBC to carry out a calculation of the likely change in employee numbers working on the site for the existing land uses as well as the proposed scheme have been based on details within the Home and Communities Agency Employment Density Guide (November 2015).
- 3.2 Section 4 of the HCA document sets out an Employment Density Matrix are summarised in Table 3.1.

Land use	Sub-sector	Employment Density (sqm/person)		
		High	Mid	Low
B2 use	Industrial and Man	-	36	-
B8 use	Regional Dist Centre	-	77	-
Class E(g)(i)	Office	10	-	13
Class E(g)(ii)	R&D	40	-	60
Class E(g)(iii)	Light Industrial	-	47	-

Table 3.1 – Summary of HCA Employment Densities for commercial land uses

- 3.3 Detailed analysis of the former buildings has been prepared to consider potential scenarios based on the built areas and the allocation of that space based on the HCA employment densities (B2 use 1/36, B8 use 1/77 with offices at 1/10). The built-areas and associated staff numbers are summarised in Table 3.2 for the existing/former building.

Unit reference	FF Office area	GF Offices	Industrial Area	Total area	Staff
	Sq ft	Sq ft	Sq ft	Sq ft	People
C1	2,515	2,515	15,016	20,015 GEA	45
C2	1,238	1,238	16,114	18,620 GEA	32
C3	1,238	1,238	14,537	17,013 GEA	31
C4	1,310		12,665	13,965 GEA	17
TOTAL				69,613 GEA	125 people

Table 3.2 – Summary of former Building Areas and quantum of employees in the building.

- 3.4 The former site accommodated some 69,613 sqft (6,467 sqm) as a mixture of office and industrial space. On the basis of a mix of uses with office on the ground floor only (1/10 employment density), the analysis shows that with the former mixed employment use, the building accommodated 125 people.

4.0 Development breakdown and target personnel within the building

- 4.1 The proposed development seeks to create 5,235sqm of Class E, B2 and B8 commercial space. The floor plan provided with the submission is made up of the following areas:
- ▶ 683 sqm GFA Class E(g)(i) office space at mezzanine level (approx. 580 NIA based on 85% occupation);
 - ▶ 683 sqm GFA potential office beneath, at ground (approx. 580 NIA); and
 - ▶ 3,869 sqm GFA operational area.
- 4.2 The development is such that if there are multiple occupiers, the mezzanine Class E(g)(i) office space could be separated off (683 sqm) with the remaining space (4,449 sqm) providing an alternative use (R&D, Light Industry, B2 or B8) where office space is ancillary to the main operational space as with typical B2/B8 uses.
- 4.3 Applying theses areas to the HCA employment densities in Table 3.1 – the potential staff provision is as follows:
- ▶ Class E (g)(i) - Office personnel (mezzanine) – 580 sqm NIA divided by 11 (mid-range sqm/person): 53 people;
 - ▶ Class E (g)(ii) & E(g)(iii) - R&D/Light Ind – 4,449sqm / 50 (mid-range sqm/person): 89 people; and

- 4.4 Based on the analysis above, the target provision for the proposed building is **142 people** which is marginally more than the number of employees historically working in the building across a range of uses (125 people). The development proposal will increase the predicted staff number on the Building 810 site by **17 people**.
- 4.5 On the basis of the target provision, the breakdown of the employment uses would be:
- ▶ Up to 13% of Class E(g)(i) office use; and
 - ▶ 87% of a Class E(g)(ii) R&D use / B2 Industrial and Manufacturing occupier / B8 Storage / Logistics space.

5.0 Demand analysis

- 5.1 When considering the proposed development and the potential impact on the road network, the methodology set out in the WBC e-mail dated 8th June 2026, it is proposed to calculate, using first principles, the likely number of people who may potentially work within the new building allowing for an increase of 18 people from the extant use. The assessment assumes the following parameters:

Parameter	WBC proportions (based on Gateway estimates)	Adjusted for Building 810	Comments on difference
Staff arriving on site per day	86%	75% (mid-range)	Increased potential for remote working
People arriving in peak hour	64%-70%	70%	
People travelling by car	80%	70%	Based on local area Census data, improved public transport accessibility

Table 5.1 – Summary of peak hour journey to work parameters – WBC and Building 810

- 5.2 The proposed values in Table 5.1 have been used to assess the expected number people visiting the site by car in the AM peak to understand the expected additional trips on the network. A comparison has been carried out on the basis of the existing building accommodating a mix of employment uses, based on the detailed employment density analysis presented in Table 3.2.
- 5.3 The previous analysis in technical note TN11 determined that the maximum number of additional vehicles which may be generated by the development is **11 vehicles** (ref: Para 5.5, Table 5.3 and Figure 3.8) to ensure there is no more than 3 additional vehicles added to the A329(M) westbound off-slip road.

Mix employment use scenario – extant use

- 5.4 The former building accommodated a mix of uses and had the potential to accommodate 125 people (Table 3.2). The target number of people working in the building with the new development based on a mix of office/R&D use is 142 people (para 4.4). This would represent an increase of 17 people from the former use of the building. The analysis is set out on Table 5.2.

Parameter	Proportion (Building 810 figures)	Quantum (vehicles or people)
Target additional people on site	[Calculation: 142 – 125]	17 additional people
Staff arriving on site per day	75%	13 people
People arriving in peak hour	70%	9 people
Cars/drivers	70%	6 cars
Difference from max permitted change	[Calculation: 6 – 11]	5 vehicles less than WBC permitted increase

Table 5.2 – Summary of vehicle trip demand analysis – proposed compared with former employment use.

- 5.5 The analysis suggests that based on the former site being occupied by a mix of uses, there would a minor increase in vehicle demands on the network, but not enough to create adverse impact on the A329(M) westbound off-slip road. The increase of 6 cars as a result of the change in employees on the Building 810 would introduce just 2 additional vehicles on the A329(M) westbound off-slip based on the distribution presented on Figure 3.1 of the previous Technical Note TN5 submitted to WBC.