

Site: 810 Winnersh Triangle Business Park, Winnersh, Wokingham
RG41 5UX
Prepared by: PdeJ
Date: 12th November 2025

1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Winnersh Midco S.A.R.L. to response to comments raised by Wokingham Borough Council Highways dated 25th September 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 redevelopment of Building 810 within the Winnersh Triangle Business Park to provide a single replacement building accommodating up to 5,235 sqm GIA for commercial use (focused on light industry/research and development and tech). The proposals are 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."*
- 1.3 The proposals are to replace the existing business park use with a similar land use. The proposed development will increase floor space by just 135 sqm of development space from existing.
- 1.4 The topics raised by WBC Highways are summarised as follows:
- ▶ Trip attraction;
 - ▶ Parking provision (linked to the trip attraction); and
 - ▶ Cycle parking provision
- 1.5 The WBC Highways reviewing is in **Appendix A** for reference.

2.0 General - Winnersh Business Park and Building 810

- 2.1 A technical review prepared by WBC Highways refers in numerous places to the development site being named the "Winnersh Triangle Industrial Estate". This is technically incorrect and suggests the Business Park is more 'industrial' in nature. The application site (Building 810) is part of the Business Park and currently includes office facilities to support the business operations as well as warehouse/manufacturing/production/storage space; precisely what would be typically be expected within a tech-based Business Park.
- 2.2 An extract from the internet presented on Figure 2.1 confirms the site is a business park and there is no property in Wokingham which may be referred to as 'Winnersh Triangle Industrial Estate'.

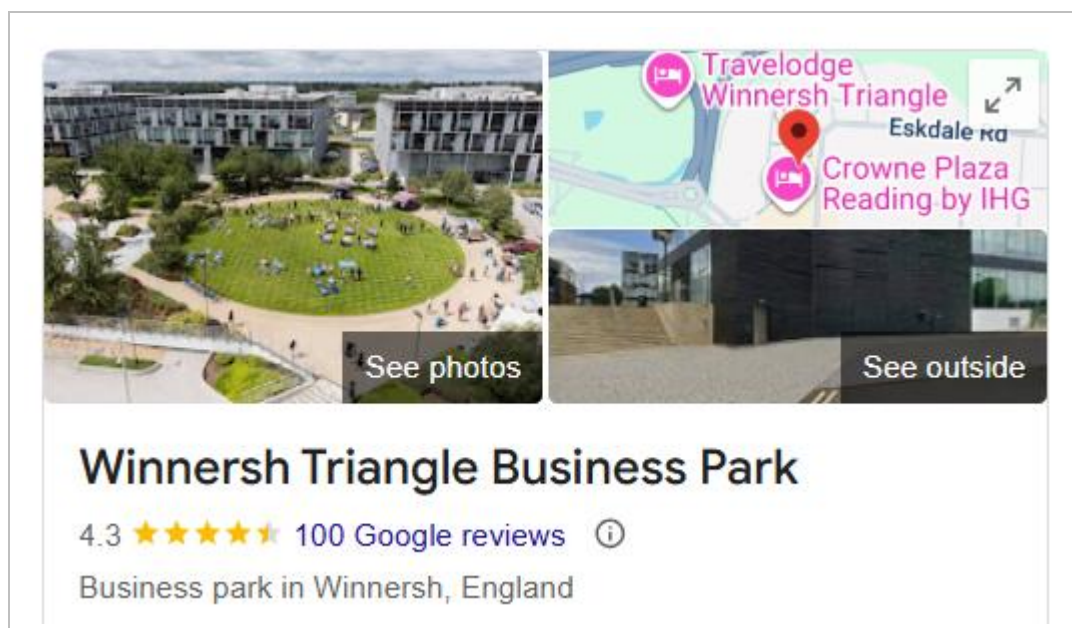


Figure 2.1 - Google Extract – Winnersh Triangle Business Park

- 2.3 The businesses which have previously occupied the Building 810 plot since 2009 have included:
- ▶ Seven Sixty – Logistics;
 - ▶ Knowledge Point – a provider of training material;
 - ▶ Knowledge Cast -the world of knowledge management/data services;
 - ▶ REL Logistics for electronic industry; and
 - ▶ Powerforce – global provider of innovative outsourced sales and marketing solutions – Sales solution/field marketing.
- 2.4 The previous occupiers have been a mix of B2 (manufacturing/industrial) and B8 (warehouse/logistics) and on that basis, it is proposed to specifically use TRICS data based on those uses, with a comparison with a general Business Park use based on details presented in the submitted TS. The presence of previous non-B8 uses (e.g. Knowledge Point and Powerforce) indicates that the building has been used by more 'industrial' uses which could easily be replaced should the land owner not wish to redevelop the site.

3.0 TRICS review

- 3.1 The TRICS analysis has been re-run on the basis of revised B2 Industrial Unit and B8 Warehouse uses, the outputs provided are in **Appendices B** and **C** respectively. The trip rates have been separated to Cars/LGVs and HGVs to allow more detailed analysis to be carried out and information to be made available to allow the expected car parking accumulation to be determined for the future uses. The Business Park trip rates are summarised in Table 3.1 and these are compared with the rates determined for the B2/B8 uses as requested by WBC Highways.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	0.905	0.079	0.984	0.156	0.784	0.804
LGVs	0.087	0.063	0.150	0.017	0.058	0.075
HGVs	0.010	0.007	0.017	0.000	0.002	0.002
TOTAL	1.002	0.149	1.151	0.173	0.844	1.017

Table 3.1 – TRICS data - Current site use – Business Park for reference.

B2/B8 TRICS review

- 3.2 The AM and PM peak vehicle rates have been extracted from the TRICS data for B2 industrial and B8 warehouse uses and these are summarised in Tables 3.2 and 3.3:

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	0.272	0.005	0.277	0.029	0.200	0.229
LGVs	0.034	0.008	0.042	0.005	0.008	0.013
HGVs	0.030	0.024	0.053	0.000	0.000	0.000
TOTAL	0.335	0.037	0.372	0.034	0.208	0.242

Table 3.2 – Revised TRICS data – B2 use

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	0.097	0.032	0.129	0.025	0.156	0.181
LGVs	0.032	0.039	0.071	0.020	0.023	0.043
HGVs	0.047	0.069	0.116	0.084	0.039	0.123
TOTAL	0.176	0.140	0.316	0.129	0.218	0.347

Table 3.3 – Revised TRICS data – B8 Warehouse use

- 3.3 When reviewing the trip rates the assumed demands calculated on the basis of a business park, it is accepted that the car trips in particular are higher.
- 3.4 The existing building plot included some 30-35 formal/informal car parking spaces on the site forecourt and this provision is adequate to accommodate the parking demands for a B2/B8 occupier. When considering the associated car parking accumulation for the B2 and B8 uses, the expected demands for the existing Building 810, would be in the order of 30 – 40 vehicles – approximately the same as the car parking provision on the existing site. The TRICS data has been used to determine the daily arrival and departure profiles which has

been used to calculate general parking accumulation for the existing B2 and B8 type uses. The daily demands for both uses are presented in Table 3.4:

Time Period (Weekdays)	B2 Industrial use			B8 Warehouse use		
	Arrivals	Departures	Parking Acc	Arrivals	Departures	Parking Acc
0500-0600	4	0	4	9	1	7
0600-0700	0	0	4	12	1	18
0700-0800	13	1	16	10	2	25
0800-0900	14	0	30	5	2	29
0900-1000	7	2	35	4	2	30
1000-1100	5	1	39	2	2	30
1100-1200	2	2	40	2	3	29
1200-1300	4	6	38	2	3	29
1300-1400	4	9	32	4	4	29
1400-1500	3	4	32	3	6	26
1500-1600	1	4	28	3	6	23
1600-1700	1	13	16	2	9	17
1700-1800	1	10	8	1	8	10
1800-1900	1	4	5	1	6	5
1900-2000	1	1	5	2	6	1
2000-2100	0	3	2	2	1	2

Table 3.4 – Existing Building – B2 and B8 trip demands and parking accumulation

Review of trip rates used for approved schemes (WBC Planning ref 193285 and 231602).

Building 800-820 (WBC ref: 193285)

- 3.5 A Transport Assessment prepared by WSP for the redevelopment of Building 800-820, adjacent to the application site (Building 810) which proposed a new building but with an overall reduction in floor space from the original building on that site. The trip generation analysis with two scenarios, namely maximum B8 use and maximum B1 use with trip rates specifically for B1 and B8.
- 3.6 In our view, the TRICS data for uses such as B2 Industrial and B8 Warehouse/Logistics allows for some supporting office space to support the associated business operations (e.g. the industrial/manufacturing space or warehouse/logistics space within the building).

- 3.7 The trip rates used in the WSP report are based on 2 sites with data recorded in 2011 and 2019 and use sites in Stockton-on-Tees and Birmingham. The information provided and the approach to the analysis in the approved WSP report is not considered to be any different from the information provided earlier in this report (Tables 3.2 and 3.3), however the Building 810 application data is more up-to-date and appropriate to use for this assessment.

Building 810 – previous application (WBC ref: 231602)

- 3.8 The baseline analysis presented in the 2023 application for the proposed film studio scheme included 'existing' trip demand analysis for Building 810 on the basis of a Business Park and this was accepted by WBC Highways. This approach was adopted on the basis of the building being located within an operational Business Park as confirmed in Section 2 of this note. The trip rates for the Business Park could be considered to be high for the 810 building given the nature of the existing building when it was in operation (e.g. large open space within the building with ancillary office space to support the business). This data may be used for the Building 810 analysis but a more appropriate approach would be to carry out a new TRICS assessment based on the latest available data.

Revised trip attraction assessment - Existing

- 3.9 Applying the B2 and B8 trip rates to the existing building (5,100 sqm), the predicted AM and PM peak demands are summarised in Tables 3.5 and 3.6.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	14	0	14	1	10	11
LGVs	2	0	2	0	0	0
HGVs	1	1	2	0	0	0
TOTAL	17	1	18	1	10	11

Table 3.5 –Existing trip attraction based on B2 TRICS data (5,100 sqm building)

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	5	2	7	1	8	9
LGVs	2	2	4	1	1	2
HGVs	2	4	6	4	2	6
TOTAL	9	8	17	6	11	17

Table 3.6 – Existing trip attraction based on B8 Warehouse TRICS data (5,100 sqm Building)

- 3.10 The volume of trips attracted by the two uses is very similar, the B8 Warehouse use will attract fewer trips in the AM peak and in the PM peak, there will be more B8 trips than the B2 use. Due to the 'logistics' nature of the B8 use, there will be more LGV/HGV movements in both of the peak periods with the B8 use.

Revised trip attraction assessment - Proposed

- 3.11 The proposed development seeks to deliver 5,235 sqm flexible space with 683 sqm of this spaces being allocated for offices. The design has allowed for up to 1,366 sqm to be allocated to office space but in essence, the office use will be ancillary to the main Unit. A revised trip assessment using TRICS data has been carried out on the basis of:
- ▶ B2 General Industrial – utilising trip rates presented in Table 3.2;
 - ▶ B8 Warehouse – utilising trip rates presented in Table 3.3; and
 - ▶ Business Park (more Class E) – on the basis of research and development/light industry.
- 3.12 This approach has been adopted to reflect the range of businesses which may occupy the building, therefore giving a reasonable indication of the likely change in traffic demands.

B2 – Industrial

- 3.13 The TRICS AM and PM peak vehicle trips rates Table 3.2 have been used to determine the predicted vehicle flows for a B2 Industrial use with the proposed 5,235 sqm development and these are presented in Table 3.7. The table also shows the predicted change when compared with an existing B8 Warehouse operation within the existing building as requested by WBC.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	14 (+9)	0 (-2)	14 (+7)	2 (+1)	10 (+2)	12 (+3)
LGVs	2 (-)	0 (-2)	2 (-2)	0 (-1)	0 (-1)	0 (-2)
HGVs	2 (-)	1 (-3)	3 (-3)	0 (-4)	0 (-2)	0 (-6)
TOTAL	18 (+9)	1 (-7)	19 (+2)	2 (-4)	10 (-1)	12 (-5)

Table 3.7 – Proposed trip attraction based on B2 TRICS data (new 5,235 sqm building) compared with existing building with B8 use.

- 3.14 The assessment indicates that there will be little change with the proposed development assuming a more general industrial B2 use occupies the new building.
- ### B8 Warehouse/Logistics
- 3.15 The same exercise has been carried out for a potential B8 Warehouse/logistics occupier and the data is presented in Table 3.8.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	5 (-)	2 (-)	7 (-)	1 (-)	8 (-)	9 (-)
LGVs	2 (-)	2 (-)	4 (-)	1 (-)	1 (-)	2 (-)
HGVs	2 (-)	4 (-)	6 (-)	4 (-)	2 (-)	6 (-)
TOTAL	9 (-)	8 (-)	17 (-)	6 (-)	11 (-)	17 (-)

Table 3.8 - Proposed trip attraction based on B8 TRICS data (new 5,235 sqm building) compared with existing building with B8 use.

- 3.16 The predicted change is zero on the basis that the new occupier is the same as one of the previous logistics businesses. This is not surprising given the proposed floor area will only increase by some 135 sqm with the redevelopment proposals.

Business Park (Class E)

- 3.17 The TRICS database has been reviewed to develop a trip rate for a mix of office/industrial use based on Business Parks. This is considered appropriate since it will offer a balanced rate to reflect a range of businesses within a typical business park (as observed at the Winnersh Triangle Business Park). The TRICS outputs are presented in **Appendix E**.
- 3.18 It is expected the building will occupy a 'tech-based' business such as research and development or light industry, these two parameter have been included in the TRICS analysis. Given the limited sites available, the assessment is based on UK-wide sites. The site details are presented in Table 3.9.

Site location/ TRICS Reference	Split of land-use				
	Office	Research & Development	Light Industrial	General Industrial	Storage
Belfast (AN-02-B-04)	78%	11%	0%	11%	0%
Cardiff (CF-02-B-04)	40%	20%	0%	0%	40%
Colchester (EX-02-B-02)	50%	0%	50%	0%	0%
Fulham (HM-020-B-01)	65%	10%	20%	0%	5%

Table 3.9 – Business Park TRICS assessment details

- 3.19 Using a set of trip rates based on a variety of uses is similar to the approach provided in the WBC 193285 application prepared for Building 800-820 and considers uses likely to be used for the proposed 810 site, particularly research and development, light industrial and supporting office.
- 3.20 The revised Business Park trip rates are presented in Table 3.10 and present a hybrid of industrial/warehouse and office with a breakdown of cars/LGVs and HGVs. It is considered that this data will offer a realistic trip demand for the proposed development.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	0.875	0.171	1.136	0.272	0.835	1.107
LGVs	0.075	0.045	0.120	0.015	0.050	0.065
HGVs	0.015	0.010	0.025	0.000	0.005	0.005
TOTAL	0.965	0.171	1.136	0.287	0.890	1.177

Table 3.10 – Revised TRICS data – Business Park

- 3.21 On review these rates are comparable to the 'B1' rates quoted in the WBC response document taking into account previous approved schemes in the Winnersh Triangle Business Park and WBC transport model (WSTM4). As previously stated, it is unlikely the expected occupier will be a full 'B1 use' given the layout of the building with a large operational area and supporting office space. The predicted trip demands are presented in Table 3.11;

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	46 (+41)	6 (+4)	52 (+45)	14 (+13)	44 (+36)	58 (+49)
LGVs	4 (+2)	2 (-)	6 (+2)	1 (-)	3 (+2)	4 (+2)
HGVs	1 (-1)	1 (-3)	2 (-4)	0 (-4)	0 (-2)	0 (-6)
TOTAL	51 (+46)	9 (+1)	60 (+47)	15 (+9)	47 (+36)	62 (+45)

Table 3.11 - Proposed trip attraction based on Business Park TRICS data (new 5,235 sqm building) compared with existing building with B8 use.

- 3.22 The predicted demands in Table 3.11 indicate that there will be an increase in vehicle trips should the existing low-trip attraction land use (B8 Warehouse/Logistics use) be replaced by a higher trip attraction use – e.g. Business Park with B1). The predicted change would be in the order of 45-47 vehicles per hour two-way (less than one additional vehicle per minute). This level of change will not create significant impact on the local highway serving the site.

4.0 Sensitivity Assessment – Trip assessment - all B1 use (office)

- 4.1 A supplementary assessment has been carried out to consider the implications of a full B1 office use within the building. The TRICS database has been reviewed for sites in the south-east with a gross floor area in the order of 5,000 sqm. The trip rates and predicted vehicle demands are summarised in Tables 4.1 and 4.2 with full TRICS output provided in **Appendix E**.

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	1.289	0.088	1.377	0.143	0.936	1.079
LGVs	0.154	0.110	0.264	0.033	0.044	0.077
HGVs	0.000	0.011	0.011	0.000	0.000	0.000
TOTAL	1.443	0.209	1.652	0.176	0.980	1.156

Table 4.1 –Sensitivity Test - TRICS data – B1 office use

Time Period (Weekdays)	AM Peak (0800-0900)			PM peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Cars	67 (+62)	6 (+4)	73 (+66)	7 (+6)	49 (+41)	56 (+47)
LGVs	8 (+6)	6 (+4)	14 (+8)	2 (+1)	2 (+1)	4 (+2)
HGVs	0 (-2)	1 (-3)	1 (-5)	0 (-4)	0 (-2)	0 (-6)
TOTAL	75 (+66)	13 (+5)	88 (+71)	9 (+3)	51 (+40)	60 (+43)

Table 4.2 – Sensitivity Test - Proposed trip attraction based on B1 office TRICS data (new 5,235 sqm building) compared with existing building with B8 use.

- 4.2 The predicted demands presented in Table 4.2 indicate that there will be an increase in vehicle trips should the existing low-trip attraction land use (B8 Warehouse/Logistics use) be replaced by a full B1 office use. The predicted change would be up to 71 vehicles per hour two-way (AM peak), marginally greater than the figures presented in Table 3.11. The change in the PM peak would be similar to that predicted based on the 'Business Park' analysis. 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.

5.0 Parking provision

- 5.1 The proposed development seeks to deliver 85 car parking spaces to support the future occupier. The WBC response refers to a 'B1' parking requirement but as outlined earlier, the 5,235 sqm development is unlikely to be entirely B1 office use, the office space created as part of the development will be ancillary to the main business to be carried out with the 'commercial/industrial' space. Applying the WBC standards to the proposed 5,235 sqm development space the requirements would be as follows:
- ▶ Based on B2 (less than 250sqm, 1 space/25 sqm, more than 250 sqm, 1 space/50sqm) – 110 spaces; and
 - ▶ Based on B8 (less than 250sqm, 1 space/25 sqm, more than 250 sqm, 1 space/200sqm) – 35 spaces.
- 5.2 The application will cover a range of uses and as outlined in this report, the building is unlikely to be occupied by 100% B1 use. If this were to take place, the space requirements for the service area would be less for a full B1 use than B2/B8 (industrial/manufacturing/warehouse and logistics) and the area to the rear of the building could be reconfigured to create additional car parking spaces to deliver the required parking for B1 use in accordance with the WBC standards.

- 5.3 The proposed car parking provision would need to be somewhere between the WBC B2 and B8 requirement (35-110 spaces). The proposed 85 spaces lies towards the higher end of the B2 requirement therefore supporting parking accumulation analysis has been prepared to provide justification.
- 5.4 The car trip demands throughout a typical working day have been determined using the revised Business Park sites to give an indication of the expected parking accumulation – this would account for a range of businesses likely to occupy the building. The analysis is based on site on the 'Edge of town' and 'Suburban' locations, similar to the Winnersh Business Park. The TRICS assessment for the Business Park use considers 4 similar sites only, as opposed to the 10 sites used for the original 'Business Park assessment presented in the TA. As mentioned in the TS, the Winnersh Triangle Business Park is located close to good public transport services so it is likely the parking demand, based on accumulation will be less than shown in Table 5.1.

Time Period (Weekdays)	Arrivals	Departures	Parking Accumulation
0700-0800	11	2	0
0800-0900	46	6	9
0900-1000	34	11	49
1000-1100	18	11	72
1100-1200	16	16	79
1200-1300	17	26	80
1300-1400	23	27	71
1400-1500	19	21	66
1500-1600	13	15	64
1600-1700	15	37	62
1700-1800	14	44	40
1800-1900	13	21	10
1900-2000	0	0	3
2000-2100	0	0	3

Table 5.1 -Proposed trip attraction based on Business Park TRICS data (new 5,235 sqm building) – daytime demands with Parking Accumulation.

- 5.5 The updated parking accumulation analysis presented in Table 5.1 is broadly the same as that determined in the previous assessment
- 5.6 In view of the revised analysis, the proposed car parking provision of 85 car spaces will be adequate to accommodate the expected demand based on the worst-case analysis and will avoid any potential of excess parking demand spilling over to the nearby roads on the Winnersh Triangle Business Park.

24-hour business operation

- 5.7 The WBC response notes that in the TA the reduction in parking from the WBC standards is based on the site being close to good public transport services but the proposed applicant site may operate all day.
- 5.8 The information provided in the TRICS database only covers the time periods between 0700 and 2100, the typical operational hours for a Business Park and during this time, the peak parking accumulation is at 1200-1300 hours.
- 5.9 There may well be vehicle movements during the period between 2100 and 0700 but these are unlikely to be for high levels of staff who may require car parking (e.g. office staff). The more operational aspects of a manufacturing/industrial and logistics business may operate at night time periods but there would be a lower level of people working in the building and therefore car parking will be less in demand. The TRICS analysis shows the day-time parking demands are highest between 1000 – 1700 hours.
- 5.10 In the event where there is 24-hour business operation, there will not be any requirement to provide a higher level of car parking than the proposed 85 spaces. The provision will be adequate to accommodate the predicted vehicle demands for the application site.

6.0 Cycle parking provision

- 6.1 The response document prepared by WBC suggested that the applicant reassess the required cycle parking provision subject to the mix of uses (e.g. B1, B2 and B8) to allow the scheme to be fully flexible. The scheme has been designed to accommodate cycle parking at the front of the development and at the rear offering a total of 30 spaces. In the unlikely event that the full development space is occupied by an office use, considering the WBC B1 cycle parking standards (1 space per 150 sqm), the requirement would be 35 spaces.
- 6.2 Whilst, as above, a fully B1 scheme is highly unlikely, additional secure cycle parking provision is now proposed to accommodate this eventuality, increasing the previously proposed provision from 30 spaces, to 36'. An extract from the revised site layout is illustrated on Figure 6.1, with the full plan provided in [Appendix F](#).

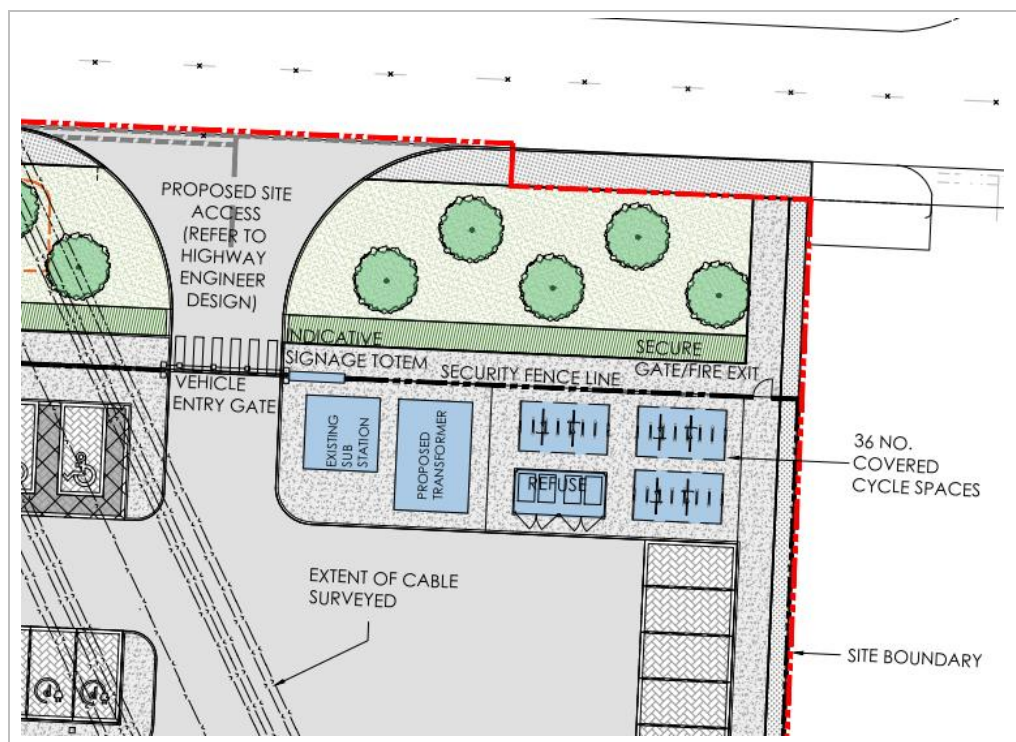


Figure 6.1 – Revised layout with additional cycle parking to accommodate potential all-B1 use.

Appendix A

WBC comments – September 2025

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

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

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 the previous Highways memo in Application 231602.

Given the proposed site has not been permitted for Use Class B1, considering the existing site as Use Class B1 would be inappropriate. The Highways advise Use Class B8 shall be assessed for the existing trip generation, to avoid the net changes in traffic impact being underestimated.

The applicant may wish to refer to the relevant planning approval 193285 of the adjoining site, given a similar nature of seeking flexibility for B1 and B8 floorspace within the units. 193285 has considered the existing uses as B8, and has proposed to limit the maximum B1 use floor space of total floor spaces.

Trip rates

Meanwhile, the proposed TRICS trip rates for Use Class B1 in the TS have significantly differed with that of the approved WBC transport model (WSTM4), the approved trip rates in 193285 or the approved trip rates in 231602.

B1		08:00-09:00	17:00-18:00
Arrival	<i>This proposal (TRICS)</i>	<i>1.023</i>	<i>0.178</i>
	WSTM4	1.53	0.17
	Approved under 193285	1.28	0.18
	Approved under 231602	1.39	0.34
Departure	<i>This proposal (TRICS)</i>	<i>0.156</i>	<i>0.861</i>
	WSTM4	0.16	1.3
	Approved under 193285	0.13	1.24
	Approved under 231602	0.3	1.03

B8		08:00-09:00	17:00-18:00
Arrival	<i>This proposal (TRICS)</i>	<i>0.312</i>	<i>0.085</i>
	WSTM4	0.07	0.04
	Approved under 193285	0.237	0.087
Departure	<i>This proposal (TRICS)</i>	<i>0.123</i>	<i>0.303</i>
	WSTM4	0.06	0.09
	Approved under 193285	0.086	0.238

The applicant is advised to assess the development trip rates either with the WSTM4 or the approved trip rates in 193285 or 231602. 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.

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

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 applicant will likely have to limit the maximum B1 and B2 use floor space of total floor spaces.

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

Seven 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. The applicant may wish to reassess the required provisions subject the proposed mix of uses of different Use Classes. If the mix of uses of Use Classes remain fully flexible, the applicant shall assess the provision based on the maximum requirement of Use Class B1.

Conditions & Reasons (if required)

Date:	25/9/2025	Signed:	JP
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Appendix B

Revised TRICS data – B2 Industrial Use

Audit Code: 9bb5fd25-bf3a-4c3c-b27d-813b44df3c6d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
03	SOUTH WEST		
	DV	DEVON	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
08	NORTH WEST		
	EC	CHESHIRE EAST	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 9bb5fd25-bf3a-4c3c-b27d-813b44df3c6d

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	150 to 67459 (units:sqm)
Range Selected by User:	2500 to 15000 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 08/11/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	1 days
Monday	1 days
Thursday	2 days
Tuesday	1 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	4 days
Neighbourhood Centre (PPS6 Local Centre)	1 days
Suburban Area (PPS6 Out of Centre)	2 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	5 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	2 days

Audit Code: 9bb5fd25-bf3a-4c3c-b27d-813b44df3c6d

1	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.95 hect Survey date: Thursday 06/07/2017			
			Survey Type: Manual
2	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST
BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Site area: 0.91 hect Survey date: Monday 19/09/2016			
			Survey Type: Manual
3	EC-02-C-02	FABRICS MANUFACTURE	CHESHIRE EAST
CHARTER WAY MACCLESFIELD HURDSFIELD Edge of Town Industrial Zone Site area: 0.5135 hect Survey date: Friday 07/05/2021			
			Survey Type: Manual
4	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Site area: 1.12 hect Survey date: Thursday 16/06/2016			
			Survey Type: Manual
5	HC-02-C-02	GIN DISTILLERY	HAMPSHIRE
LONDON ROAD LAVERSTOKE Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.1 hect Survey date: Wednesday 09/05/2018			
			Survey Type: Manual
6	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Site area: 2.03 hect Survey date: Wednesday 10/11/2021			
			Survey Type: Manual
7	WM-02-C-04	FOUNDRY	WEST MIDLANDS
STOURVALE ROAD STOURBRIDGE LYE Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.63 hect Survey date: Tuesday 21/11/2017			
			Survey Type: Manual

DESELECTED SURVEYS



Audit Code: 9bb5fd25-bf3a-4c3c-b27d-813b44df3c6d

Site Ref	Survey Date	Reason for Deselection
CF-02-C-02	06-10-2016	Not England
CS-02-C-02	06-09-2023	Not England
KK-02-C-02	04-10-2019	Not England
LT-02-C-01	22-05-2017	Not England
MG-02-C-02	16-11-2016	Not England
MG-02-C-04	28-09-2023	Not England

Audit Code: 9bb5fd25-bf3a-4c3c-b27d-813b44df3c6d

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	2	6208	0.000	0.000	0.000
06:00-07:00	2	6208	0.000	0.000	0.000
07:00-08:00	7	5416	0.029	0.021	0.050
08:00-09:00	7	5416	0.029	0.024	0.053
09:00-10:00	7	5416	0.034	0.032	0.066
10:00-11:00	7	5416	0.024	0.018	0.042
11:00-12:00	7	5416	0.029	0.029	0.058
12:00-13:00	7	5416	0.047	0.055	0.102
13:00-14:00	7	5416	0.032	0.029	0.061
14:00-15:00	7	5416	0.013	0.013	0.026
15:00-16:00	7	5416	0.016	0.013	0.029
16:00-17:00	7	5416	0.008	0.013	0.021
17:00-18:00	7	5416	0.000	0.000	0.000
18:00-19:00	7	5416	0.000	0.000	0.000
19:00-20:00	3	6805	0.005	0.000	0.005
20:00-21:00	3	6805	0.000	0.010	0.010
21:00-22:00	1	8000	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.266	0.257	0.523

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 9bb5fd25-bf3a-4c3c-b27d-813b44df3c6d

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	2	6208	0.072	0.000	0.072
06:00-07:00	2	6208	0.008	0.000	0.008
07:00-08:00	7	5416	0.256	0.021	0.277
08:00-09:00	7	5416	0.272	0.005	0.277
09:00-10:00	7	5416	0.137	0.034	0.171
10:00-11:00	7	5416	0.095	0.013	0.108
11:00-12:00	7	5416	0.040	0.032	0.072
12:00-13:00	7	5416	0.074	0.111	0.185
13:00-14:00	7	5416	0.079	0.182	0.261
14:00-15:00	7	5416	0.055	0.071	0.126
15:00-16:00	7	5416	0.013	0.076	0.089
16:00-17:00	7	5416	0.018	0.251	0.269
17:00-18:00	7	5416	0.029	0.200	0.229
18:00-19:00	7	5416	0.021	0.074	0.095
19:00-20:00	3	6805	0.010	0.015	0.025
20:00-21:00	3	6805	0.000	0.064	0.064
21:00-22:00	1	8000	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			1.179	1.149	2.328

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 9bb5fd25-bf3a-4c3c-b27d-813b44df3c6d

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	2	6208	0.000	0.000	0.000
06:00-07:00	2	6208	0.000	0.000	0.000
07:00-08:00	7	5416	0.024	0.011	0.035
08:00-09:00	7	5416	0.034	0.008	0.042
09:00-10:00	7	5416	0.024	0.013	0.037
10:00-11:00	7	5416	0.040	0.026	0.066
11:00-12:00	7	5416	0.016	0.018	0.034
12:00-13:00	7	5416	0.034	0.026	0.060
13:00-14:00	7	5416	0.013	0.032	0.045
14:00-15:00	7	5416	0.018	0.029	0.047
15:00-16:00	7	5416	0.021	0.021	0.042
16:00-17:00	7	5416	0.005	0.024	0.029
17:00-18:00	7	5416	0.005	0.008	0.013
18:00-19:00	7	5416	0.003	0.003	0.006
19:00-20:00	3	6805	0.000	0.000	0.000
20:00-21:00	3	6805	0.005	0.005	0.010
21:00-22:00	1	8000	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.242	0.224	0.466

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Appendix C

Revised TRICS data – B8 Warehouse/Logistics use

Audit Code: fab013ed-f33a-46b8-9595-0b04c4779bcd

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	BO	BEDFORD
	EX	ESSEX
	HC	HAMPSHIRE
	MW	MEDWAY
05	EAST MIDLANDS	
	DS	DERBYSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD	BRADFORD
09	NORTH	
	CU	CUMBERLAND

1 day
1 day
2 days
1 day

1 day

1 day
1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: fab013ed-f33a-46b8-9595-0b04c4779bcd

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	190 to 105335 (units:sqm)
Range Selected by User:	2500 to 15000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 18/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	2 days
Monday	1 days
Thursday	3 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	7 days
Suburban Area (PPS6 Out of Centre)	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	7 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	7 days
Servicing vehicles Included	1 days

Audit Code: fab013ed-f33a-46b8-9595-0b04c4779bcd

1 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Gross floor area: 10446 sqm Survey date: Thursday 14/03/2019	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD	Survey Type: Manual
2 CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Gross floor area: 3500 sqm Survey date: Thursday 15/10/2020	BO-02-F-01	DRINKS WHOLESALER	BEDFORD	Survey Type: Manual
3 CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND	Survey Type: Manual
4 PARK ROAD HOLMEWOOD Edge of Town Industrial Zone Gross floor area: 7000 sqm Survey date: Wednesday 04/10/2023	DS-02-F-01	LOGISTICS DEPOT	DERBYSHIRE	Survey Type: Manual
5 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Gross floor area: 6560 sqm Survey date: Friday 18/05/2018	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX	Survey Type: Manual
6 RUTHERFORD ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Commercial Zone Gross floor area: 13200 sqm Survey date: Thursday 16/06/2016	HC-02-F-02	LOGISTICS	HAMPSHIRE	Survey Type: Manual
7 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Gross floor area: 3665 sqm Survey date: Monday 27/09/2021	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE	Survey Type: Manual
8 MILLS ROAD AYLESFORD QUARRY WOOD	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY	

Audit Code: fab013ed-f33a-46b8-9595-0b04c4779bcd

Edge of Town
Industrial Zone
Gross floor area: 11200 sqm
Survey date: Friday 22/09/2017

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-F-03	11-10-2016	Not England
AN-02-F-04	14-03-2019	Not England
CC-02-F-01	25-05-2016	Not England
CR-02-F-03	15-10-2019	Not England
DL-02-F-04	19-05-2021	Not England
HD-02-F-01	27-09-2018	London
HO-02-F-01	23-11-2016	London
LO-02-F-01	08-06-2021	Not England
WX-02-F-01	20-04-2023	Not England

Audit Code: fab013ed-f33a-46b8-9595-0b04c4779bcd

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	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	4	6238	0.052	0.072	0.124
06:00-07:00	4	6238	0.056	0.124	0.180
07:00-08:00	8	7447	0.044	0.084	0.128
08:00-09:00	8	7447	0.047	0.069	0.116
09:00-10:00	8	7447	0.072	0.045	0.117
10:00-11:00	8	7447	0.074	0.055	0.129
11:00-12:00	8	7447	0.065	0.062	0.127
12:00-13:00	8	7447	0.059	0.040	0.099
13:00-14:00	8	7447	0.035	0.064	0.099
14:00-15:00	8	7447	0.060	0.059	0.119
15:00-16:00	8	7447	0.069	0.062	0.131
16:00-17:00	8	7447	0.074	0.062	0.136
17:00-18:00	8	7447	0.084	0.039	0.123
18:00-19:00	7	7511	0.049	0.025	0.074
19:00-20:00	3	5984	0.017	0.033	0.050
20:00-21:00	3	5984	0.017	0.028	0.045
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.874	0.923	1.797

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: fab013ed-f33a-46b8-9595-0b04c4779bcd

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	4	6238	0.172	0.028	0.200
06:00-07:00	4	6238	0.228	0.028	0.256
07:00-08:00	8	7447	0.190	0.040	0.230
08:00-09:00	8	7447	0.097	0.032	0.129
09:00-10:00	8	7447	0.074	0.035	0.109
10:00-11:00	8	7447	0.034	0.042	0.076
11:00-12:00	8	7447	0.040	0.064	0.104
12:00-13:00	8	7447	0.049	0.052	0.101
13:00-14:00	8	7447	0.079	0.072	0.151
14:00-15:00	8	7447	0.057	0.109	0.166
15:00-16:00	8	7447	0.052	0.114	0.166
16:00-17:00	8	7447	0.042	0.168	0.210
17:00-18:00	8	7447	0.025	0.156	0.181
18:00-19:00	7	7511	0.011	0.110	0.121
19:00-20:00	3	5984	0.045	0.117	0.162
20:00-21:00	3	5984	0.033	0.022	0.055
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.228	1.189	2.417

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: fab013ed-f33a-46b8-9595-0b04c4779bcd

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	4	6238	0.008	0.012	0.020
06:00-07:00	4	6238	0.020	0.020	0.040
07:00-08:00	8	7447	0.039	0.030	0.069
08:00-09:00	8	7447	0.032	0.039	0.071
09:00-10:00	8	7447	0.054	0.044	0.098
10:00-11:00	8	7447	0.035	0.039	0.074
11:00-12:00	8	7447	0.037	0.034	0.071
12:00-13:00	8	7447	0.034	0.030	0.064
13:00-14:00	8	7447	0.032	0.032	0.064
14:00-15:00	8	7447	0.030	0.027	0.057
15:00-16:00	8	7447	0.029	0.034	0.063
16:00-17:00	8	7447	0.017	0.022	0.039
17:00-18:00	8	7447	0.020	0.023	0.043
18:00-19:00	7	7511	0.006	0.011	0.017
19:00-20:00	3	5984	0.011	0.017	0.028
20:00-21:00	3	5984	0.011	0.006	0.017
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.415	0.420	0.835

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Appendix D

Revised TRICS data – Business Park use (Class E including B1)

Audit Code: 15494b8b-98a8-4c1c-b41b-aed46cc95be0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: B - BUSINESS PARK

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 day
02	SOUTH EAST		
	EX	ESSEX	1 day
10	WALES		
	CF	CARDIFF	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 15494b8b-98a8-4c1c-b41b-aed46cc95be0

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	975 to 185000 (units:sqm)
Range Selected by User:	3000 to 8000 (units:sqm)
Parking Spaces Range:	7 - 4167

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 19/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	2 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	2 days
Suburban Area (PPS6 Out of Centre)	2 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	2 days
No Sub Category	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	2 days

Audit Code: 15494b8b-98a8-4c1c-b41b-aed46cc95be0

1 CASTLEREAGH ROAD BELFAST CASTLEREAGH Suburban Area (PPS6 Out of Centre) Industrial Zone Gross floor area: 4400 sqm Survey date: Thursday 19/10/2017	AN-02-B-04	BUSINESS PARK	ANTRIM	Survey Type: Unknown
2 RHYMNEY RIVER BRIDGE RD CARDIFF Edge of Town Development Zone Gross floor area: 5300 sqm Survey date: Friday 05/05/2017	CF-02-B-04	BUSINESS PARK	CARDIFF	Survey Type: Unknown
3 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Gross floor area: 4083 sqm Survey date: Friday 18/05/2018	EX-02-B-02	BUSINESS PARK	ESSEX	Survey Type: Unknown
4 SULIVAN ROAD FULHAM HURLINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Gross floor area: 6100 sqm Survey date: Thursday 30/06/2016	HM-02-B-01	BUSINESS PARK	HAMMERSMITH AND FULHAM	Survey Type: Unknown

Audit Code: 15494b8b-98a8-4c1c-b41b-aed46cc95be0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	4	4971	0.005	0.010	0.015
08:00-09:00	4	4971	0.015	0.010	0.025
09:00-10:00	4	4971	0.025	0.040	0.065
10:00-11:00	4	4971	0.015	0.010	0.025
11:00-12:00	4	4971	0.030	0.015	0.045
12:00-13:00	4	4971	0.005	0.015	0.020
13:00-14:00	4	4971	0.010	0.005	0.015
14:00-15:00	4	4971	0.005	0.010	0.015
15:00-16:00	4	4971	0.020	0.010	0.030
16:00-17:00	4	4971	0.005	0.015	0.020
17:00-18:00	4	4971	0.000	0.005	0.005
18:00-19:00	4	4971	0.005	0.010	0.015
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.140	0.155	0.295

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 15494b8b-98a8-4c1c-b41b-aed46cc95be0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	4	4971	0.216	0.035	0.251
08:00-09:00	4	4971	0.875	0.116	0.991
09:00-10:00	4	4971	0.654	0.216	0.870
10:00-11:00	4	4971	0.342	0.206	0.548
11:00-12:00	4	4971	0.312	0.307	0.619
12:00-13:00	4	4971	0.332	0.503	0.835
13:00-14:00	4	4971	0.433	0.518	0.951
14:00-15:00	4	4971	0.357	0.392	0.749
15:00-16:00	4	4971	0.257	0.292	0.549
16:00-17:00	4	4971	0.282	0.714	0.996
17:00-18:00	4	4971	0.272	0.835	1.107
18:00-19:00	4	4971	0.257	0.402	0.659
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.589	4.536	9.125

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 15494b8b-98a8-4c1c-b41b-aed46cc95be0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	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	4	4971	0.005	0.010	0.015
08:00-09:00	4	4971	0.075	0.045	0.120
09:00-10:00	4	4971	0.146	0.151	0.297
10:00-11:00	4	4971	0.181	0.186	0.367
11:00-12:00	4	4971	0.156	0.166	0.322
12:00-13:00	4	4971	0.116	0.116	0.232
13:00-14:00	4	4971	0.171	0.126	0.297
14:00-15:00	4	4971	0.101	0.111	0.212
15:00-16:00	4	4971	0.096	0.121	0.217
16:00-17:00	4	4971	0.060	0.065	0.125
17:00-18:00	4	4971	0.015	0.050	0.065
18:00-19:00	4	4971	0.015	0.015	0.030
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.137	1.162	2.299

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Appendix E

New TRICS data – B1 office use

Audit Code: 9b106e59-0d7d-4295-9d18-82e3e25f076f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 9b106e59-0d7d-4295-9d18-82e3e25f076f

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	118 to 175000 (units:sqm)
Range Selected by User:	3000 to 8000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 27/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	2 days
--------------	--------

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1 days
No Sub Category	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
-----------------------------	--------



Audit Code: 9b106e59-0d7d-4295-9d18-82e3e25f076f

1	HF-02-A-05	OFFICES	HERTFORDSHIRE
CRANBORNE ROAD POTTERS BAR Edge of Town Commercial Zone Gross floor area: 3378 sqm Survey date: Monday 11/03/2024			
			Survey Type: Manual
2	WS-02-A-06	SOUTHERN WATER OFFICES	WEST SUSSEX
YEOMAN ROAD WORTHING Edge of Town No Sub Category Gross floor area: 5700 sqm Survey date: Wednesday 18/05/2022			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CO-02-A-01	28-03-2018	Not South East
DA-02-A-02	18-10-2018	Not South East
DL-02-A-07	20-06-2018	Not South East
DL-02-A-08	19-05-2021	Not South East
EC-02-A-04	04-05-2021	Not South East
MG-02-A-02	16-11-2016	Not South East
NF-02-A-05	12-09-2022	Not South East
PB-02-A-04	19-10-2016	Not South East
TH-02-A-01	06-03-2019	Not South East
TV-02-A-05	04-09-2020	Not South East
TW-02-A-08	19-10-2018	Not South East
WO-02-A-03	13-10-2020	Not South East

Audit Code: 9b106e59-0d7d-4295-9d18-82e3e25f076f

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	0.011	0.000	0.011
08:00-09:00	2	4539	0.000	0.011	0.011
09:00-10:00	2	4539	0.011	0.011	0.022
10:00-11:00	2	4539	0.000	0.000	0.000
11:00-12:00	2	4539	0.000	0.000	0.000
12:00-13:00	2	4539	0.011	0.011	0.022
13:00-14:00	2	4539	0.000	0.000	0.000
14:00-15:00	2	4539	0.000	0.000	0.000
15:00-16:00	2	4539	0.000	0.000	0.000
16:00-17:00	2	4539	0.000	0.000	0.000
17:00-18:00	2	4539	0.000	0.000	0.000
18:00-19:00	2	4539	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.033	0.033	0.066

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 9b106e59-0d7d-4295-9d18-82e3e25f076f

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

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	0.430	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					
Total Rates:			4.217	4.262	8.479

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	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	0.055	0.011	0.066
08:00-09:00	2	4539	0.154	0.110	0.264
09:00-10:00	2	4539	0.099	0.077	0.176
10:00-11:00	2	4539	0.044	0.044	0.088
11:00-12:00	2	4539	0.044	0.044	0.088
12:00-13:00	2	4539	0.077	0.077	0.154
13:00-14:00	2	4539	0.099	0.088	0.187
14:00-15:00	2	4539	0.044	0.077	0.121
15:00-16:00	2	4539	0.055	0.132	0.187
16:00-17:00	2	4539	0.022	0.044	0.066
17:00-18:00	2	4539	0.033	0.044	0.077
18:00-19:00	2	4539	0.022	0.011	0.033
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.748	0.759	1.507

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

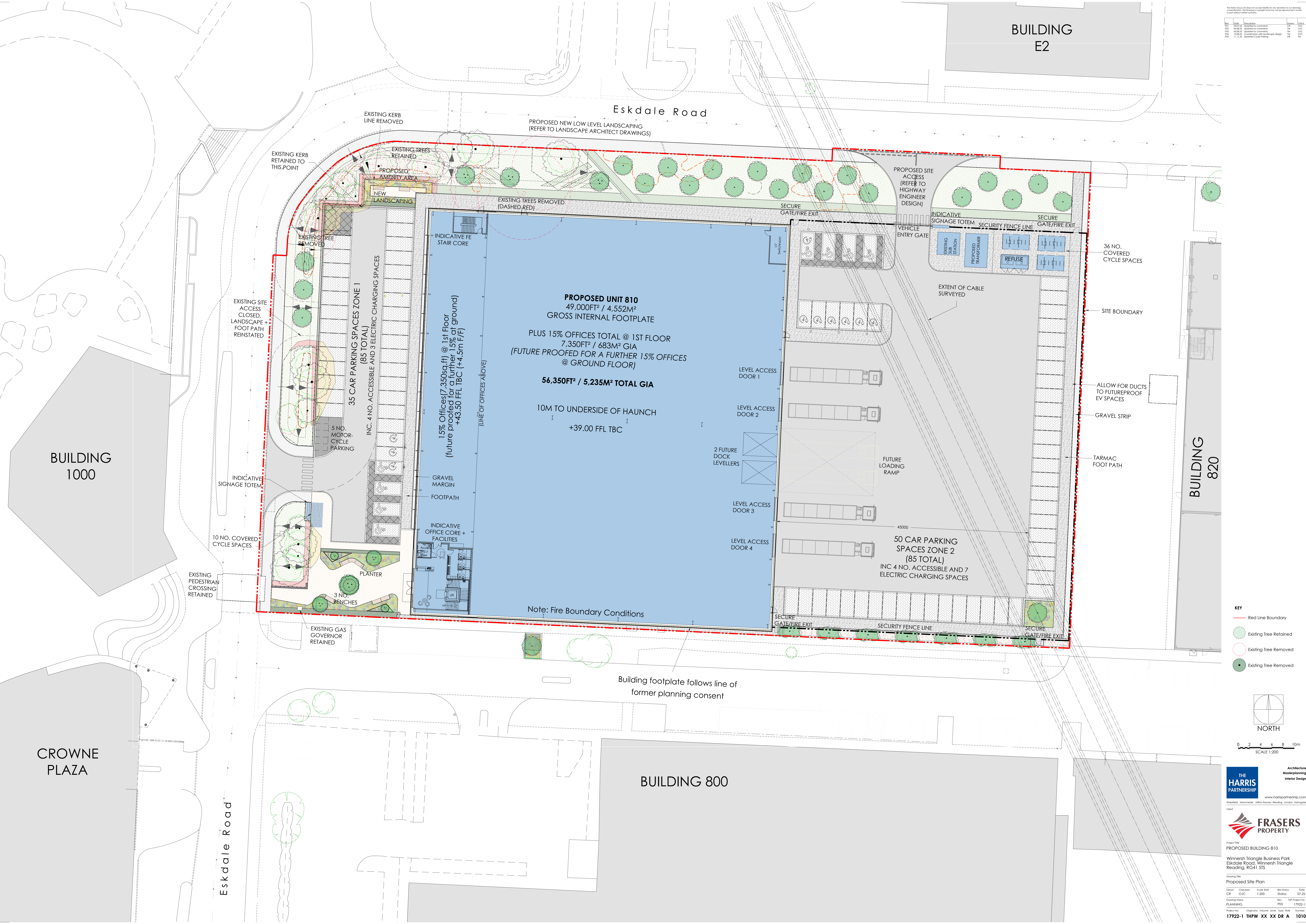
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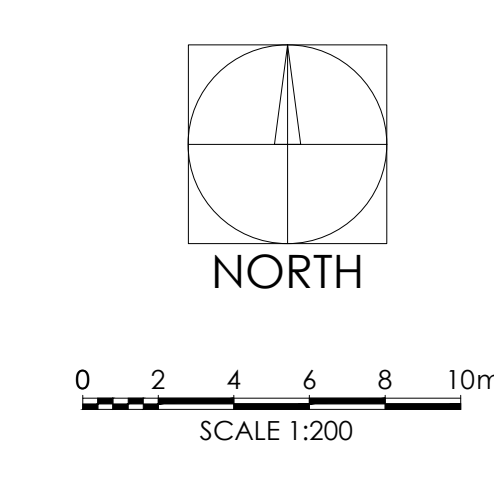
Appendix F

Revised site plan with additional cycle parking

Revision table with columns: Rev, Date, Description, Drawn, Check.



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



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PROPOSED BUILDING 810

Winnesh Triangle Business Park
Eskdale Road, Winnesh Triangle
Reading, RG41 5LS

Project Title

Winnesh Triangle Business Park
Eskdale Road, Winnesh Triangle
Reading, RG41 5LS

Drawing Title

Proposed Site Plan

Drawn	Checked	Scale	Rev	Status	Date
CR	OJC	1:200	1	PLANNING	07/25

Project No. 17922-1 THPW XX XX DR A 1010