



Proposed Redevelopment
424-426 Reading Road, Winnersh

Transport Statement

For

Mr Upinder Aujla

Document Control Sheet

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424-426 Reading Road, Winnersh

Mr Upinder Aujla

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1.0 Introduction

Preamble

- 1.1 This Transport Statement has been prepared on behalf of Mr Upinder Aujla to support a planning application for a proposed mixed-use redevelopment of 424-426 Reading Road, Winnersh (the Application Site).
- 1.2 An application was previously submitted in 2019 for the redevelopment of the Application Site for around 130 square metres (front of house) of commercial (A3/A5) use and 10 residential apartment dwellings (application reference 192231). The associated highways comments indicated that insufficient details had been provided to establish the required parking provision for the commercial use and that suitable evidence had not been submitted to demonstrate that appropriate access for refuse and service vehicles was provided. It is understood that no Transport Statement was submitted in support of that application. The highway officer's comments also stated that: "It is unlikely that traffic from this proposed development will have an adverse impact on the highway network".
- 1.3 A revised scheme was proposed which addressed each of the comments made by the highways officer, which was contained within a Transport Statement accompanying the most recent planning application (LPA: Reference: 203604) This reduced the scheme to approximately 113 square metres (front of house) of commercial (A3/A5) use and 6 residential apartment dwellings (C3) with associated parking and landscaping.
- 1.4 The site was previously granted planning permission on 12th March 2021 under the delegated powers (LPA Reference: 2030604) for the following:

"Full application for the erection of three storey building including 6no. flats and 2no. takeaway/restaurants to the ground floor with associated parking following demolition of existing takeaway restaurant and 2no. flats."
- 1.5 The Application Site is located on the A329 Reading Road in Winnersh which provides a route to central Reading located around 7km to the northwest and to central Wokingham located around 3.8km to the southeast. The A329(M) passes roughly 1km to the north and the M4 passes roughly 580m to the south. The location of the Application Site is illustrated below in Figure 1.1.

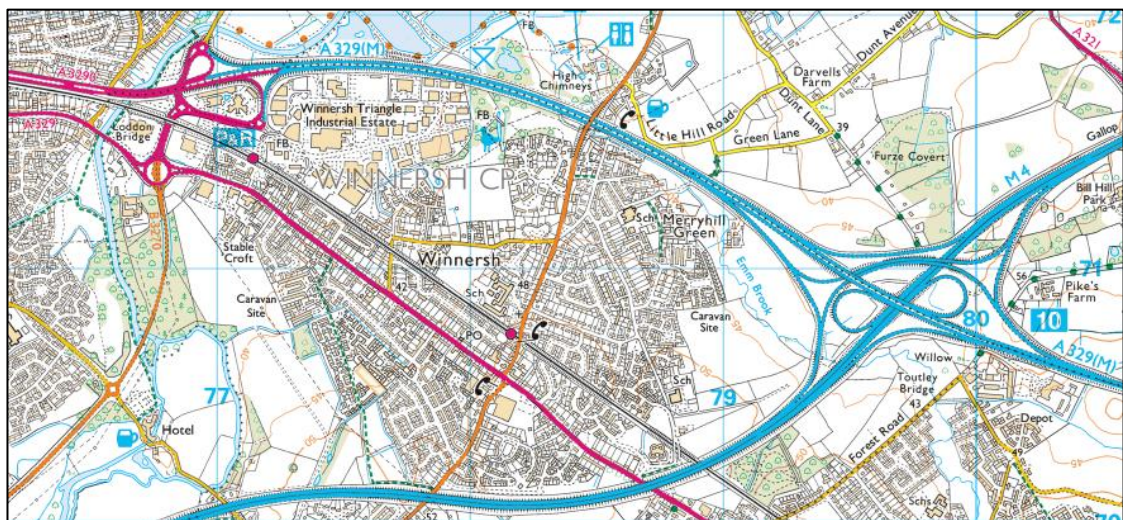


Figure 1.1 – Site Location Plan

- 1.6 Vehicular access to the Application Site is currently achieved via a single 'frontage wide' footway crossover access onto Reading Road. Around 170m to the southeast, Reading Road forms a signalised crossroads junction with the B3030 King Street Lane/Robin Hood Lane. Around 1.4km to the northwest Reading Road forms a four-arm signalised roundabout junction with the A3290 and the B3270 Lower Earley Way North.
- 1.7 The Application Site can be accessed by non-car modes of transport including walking, cycling and public transport. Walking and cycling are considered likely modes for local journeys given the urban location, and several amenities are within a short walking distance including local shops, schools and employment centres.
- 1.8 The nearest bus stops serving both directions are within an 85m walk with services between Central Reading and Bracknell every 15 minutes. The nearest rail station is Winnersh which is around a 325m walk away and provides frequent services between Reading and London Waterloo.

Proposed Development

- 1.9 The proposed redevelopment of the Application Site would comprise the removal of the existing building which currently accommodates two separate commercial restaurant units (use class A3/A5) on the ground floor which provide around 94.9 square metres GIA front of house in total and with residential accommodation above. This would be replaced by a new building re-providing commercial premises (use class A3/A5) on the ground floor of around 113 square metres GIA front of house and with 6 new residential apartments above arranged as 4 no. one-bedroom units and 2 no. two-bedroom units.
- 1.10 A total of 17 car parking spaces would be provided to serve the Proposed Development. The proposed residential parking provision conforms to Wokingham Borough Council's adopted residential car parking guidance. Car parking for the commercial uses is provided with reference to Wokingham Borough Council's adopted standards, observations of the existing demand and a TRICS parking accumulation analysis assessment. The proposals also include 8 secure residential cycle storage spaces suitable for both short term parking and long-term storage to encourage the use of bicycles as an alternative, more sustainable mode of travel, in addition to cycle parking for the commercial use.
- 1.11 It should be noted that the current development proposals remain unchanged from that of the consented proposals (LPA Reference: 203604). The current proposals retained the consented access parking and servicing strategies which were deemed acceptable by Wokingham Borough Council as Local Highways Authority.

Application History

- 1.12 The most relevant planning application with regard to the current proposals is application reference 192231 for around 130 square metres of commercial (A3/A5) and 10 residential dwellings. The highways comments relating to that application included the following requirements:
 - ▶ Parking plan showing residential and commercial parking provision;
 - ▶ Assessment of commercial parking provision;
 - ▶ Details of Electric Vehicle Charging (EVC) provision;
 - ▶ Details of cycle parking/storage provision;
 - ▶ Car parking vehicle swept paths;
 - ▶ Refuse and service/delivery vehicle swept paths;
 - ▶ Evidence that the proposed layout does not encroach on the public highway.

- 1.13 The most recent planning application (LPA Reference: 203604) addressed the above concerns pertaining to the original planning application (LPA Reference: 192231). This approach was accepted by Wokingham Borough Council as Local Highways Authority and was shortly granted planning permission thereafter on the 12th March 2021 under delegated powers.
- 1.14 Wokingham Borough Council as Local Highways Authority provided an initial set of comments during the course of the original planning application and the highways correspondence is included in **Appendix A**. A separate Highways Technical Note was prepared by Motion to address the comments raised by Wokingham Borough Council during the course of the previous planning application (LPA Reference: 203604), and is included in **Appendix B**. The contents of the Technical Note has been included in relevant sections of this Transport Statement, where appropriate.
- 1.15 The highways comments also indicated that the trip generation/attraction of the proposals was not expected to result in an 'adverse impact on the highway network'.

Aim of Transport Statement

- 1.16 This Transport Statement will demonstrate that:
- ▶ The Proposed Development accords with national and local policies relevant to transport;
 - ▶ The Application Site is accessible by public transport, walking and cycling;
 - ▶ Suitable and safe vehicular access to the Application Site can be achieved in accordance with current best practice guidelines; and
 - ▶ Traffic arising from the Proposed Development will not severely interfere with the operation, capacity or safety on the adjoining highway network.
- 1.17 The Proposed Development therefore meets the requirements of the National Planning Policy Framework, 2019.

Structure of Report

- 1.18 Following this introduction, the Transport Statement is split into six sections as follows:
- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
 - ▶ Section 3 considers the existing use and local conditions of the Application Site;
 - ▶ Section 4 provides an overview of the accessibility and transport sustainability of the Application Site;
 - ▶ Section 5 provides an overview of the Proposed Development together with details of the proposed access, parking and servicing arrangements;
 - ▶ Section 6 assesses the trip generating potential of the proposals and the likely traffic impact associated with the proposals upon the local highway network; and
 - ▶ Section 7 summarises the key findings and conclusions of the report.

2.0 Policy

Overview

- 2.1 There are a number of documents that contain planning policies and/or guidance relevant to the Application Site and to highways and transportation considerations. The key documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – December 2024
- ▶ Wokingham Borough Core Strategy Development Plan Document – January 2010;
- ▶ Wokingham Borough Managing Development Delivery Document – February 2014;
- ▶ Wokingham Borough Parking Standards Study Report – October 2011; and
- ▶ Living Streets: A Highways Guide for Developers in Wokingham – 2019
- ▶ Wokingham Borough Emerging Local Development Plan - 2027

National Policy

The National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.
- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. However, Section 9 indicates that local context should be taken into account when planning policy and decisions are being made.
- 2.4 Section 9 of the NPPF relates to 'Promoting Sustainable Transport', with paragraph 109 stating:
- "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- a) making transport considerations an important part of early engagement with local communities;*
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) understanding and addressing the potential impacts of development on transport networks;*
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*
- 2.5 Paragraph 110 emphasises the need for significant developments to be situated in areas which encourage sustainable travel and to actively manage development for sustainable patterns of growth, stating:
- "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise*

sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”.

- 2.6 The NPPF defines sustainable transport modes as, *“any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport”.*
- 2.7 Off-street parking provision is referred to in Paragraph 112 which states that local planning authorities should take into account the following if setting local parking standards for development:
- “a) the accessibility of the development;*
 - b) the type, mix and use of development;*
 - c) the availability of and opportunities for public transport;*
 - d) local car ownership levels; and,*
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*
- 2.8 In respect of car parking, paragraph 113 states:
- “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).”*
- 2.9 Paragraph 115 addresses the relationship between development and sustainable transport as follows:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*
- 2.10 This is followed by paragraph 116 which states:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”.*

Local Policy

- 2.11 Local planning policies are outlined in the Borough Council’s adopted ‘Core Strategy’ and ‘Managing Development Delivery’ Development Plan Documents (DPD). A summary of the policies of relevance in respect of transport in these two documents include:
- ▶ CP1 – Sustainable Development: In relation to transport, this policy indicates planning permission will be granted for proposals that provide attractive, functional, accessible, safe, secure and adaptable

schemes, as well as demonstrate how they can support opportunities for reducing the need to travel, particularly by private car;

- ▶ CP6 – Managing Travel Demand: This policy indicates that proposals will be granted planning permission where they provide a choice of sustainable modes of transport, are located so as to minimise the distance needed to travel, improve infrastructure, provide appropriate provision for vehicular parking, mitigate adverse impacts on transport networks arising from the development, enhance road safety and do not lead to highway or traffic-related environmental problems; and
- ▶ CC07 – Parking: Refers to the adopted parking standards as detailed within Appendix 2 of the MDD as well as within the Parking Standards Study Report. The applicable standards for the existing and proposed development are outlined below.

2.12 In relation to policy CC07, recommended parking standards are outlined in Appendix 2 of the 'Managing Development' DPD (and the associated Study Report). These standards are indicated as a starting point for discussions with the Borough Council, in recognition that 'each development site will need to be assessed on its own merits'. In this regard, it is acknowledged that some development proposals will not fit exactly within the identified categories. Furthermore, the standards outline that a Transport Statement should set out how parking will be adequately catered for on-site and to ensure there is no detrimental impact on safety or the character of an area due to increased parking on the public highway.

Dwelling Type	No. Habitable Rooms	Allocated	Unallocated Demand		
			0	1	2
		No. of Bedrooms	Urban		
Flats (Owned)	2	1	1.0	0.2	0.0
	3	1-2	0.9	0.2	0.0
	4	2	1.0	0.2	0.0
	5 or more	2-3	1.2	0.4	0.0

Table 2.1 – Parking Demand Based on Allocated Car parking Provision Relevant to Proposals (Urban)

2.13 With regard to visitor parking provision, the Parking Standards Study Document states:

"Visitor parking should be served by unallocated parking including on-street provision. For developments where at least 50% of the parking provision is unallocated no additional provision needs to be made for visitor parking".

2.14 And additionally:

"For developments located in town centres and other locations with good accessibility by non-car modes, and where on street parking is controlled, it is often appropriate to omit visitor car-parking spaces".

2.15 With regard to Urban areas, the Parking Standards Study Document states:

"For development in areas of high accessibility in an urban centre a development may be considered a prime site for a low car parking allocation or "car free" development..."

"Development within areas which have high levels of accessibility may be eligible for a reduced parking allocation. Areas where this may be considered typically exhibit high levels of public transport provision in terms of bus services and rail access, cycle and pedestrian links, access to food shopping and health and education facilities in the near vicinity. However, this should not be assumed and each site should be assessed on its own merits and be subject to officer discussion and advice."

2.16 The Application Site is proposed to have 100% unallocated residential parking to ensure the efficient use of provision and is in a highly accessible location close to shops, amenities and transport links. On-street parking is generally restricted on the local section of Reading Road.

2.17 The applicable residential cycle parking standards are outlined below in table 2.2.

Type of Unit	No. Habitable Rooms	Cycle Parking Provision
Flats	Up to 3 (1-2 beds)	1 per dwelling
	4 or more (i.e. 2 or more bedrooms)	2 per dwelling

Table 2.2 – Relevant Residential Cycle Parking Standards

2.18 The parking standards for sit-in and takeaway restaurants are listed below in Table 2.3.

Use Class	Car Parking Allocation	Cycle Parking Allocation
A3 – Restaurants & Cafes	1 per 5m ²	1 per 125m ² (20% LT 80% ST)
A5 – Hot Food Takeaway	1 per 3m ²	1 per 125m ² (20% LT 80% ST)

Table 2.3 – Commercial Use of Parking Standards

2.19 It should be noted that the Parking Standards Study Document identifies the applicable floor areas for the calculation of parking standards to be based on 'dining space' in the case of A3 uses and 'public floor space' in the case of A5 uses (see paragraphs 3.22.6 and 3.22.8 of that document respectively). For clarity, within this Transport Statement, the applicable areas will be referred to as 'Front of House' and have been measured as per the above definitions.

2.20 The recommended provision for Blue-Badge holder parking (BB) is based on the overall quantum of parking provision proposed. For car parks of between 10 and 50 spaces the recommended provision is 2 spaces plus a further 3%. Therefore around 2 spaces would be required overall.

2.21 Similarly, powered two-wheeler (PTW) parking is required for car parks of up to 100 bays at 1 space per 20 (5%) of total provision. This would equate to a single PTW space.

2.22 Electric Vehicle Charging (EVC) provision is mentioned within both the MDD (appendix 2) and the Parking Study in the context that consideration should be given to the provision of passive and/or active EVC infrastructure for dwellings. The Parking Study states:

"It is recommended that consideration is given during the design of dwellings to include the provision of electric car charging points, either fixed externally to the building (for charging on driveways) or as part of the garage or car port. If the necessary infrastructure and electrical wiring is incorporated at the time of build, this would simplify future conversion".

2.23 Within both documents, no guidance is given as to suggested volumes of provision. However, the more recent Highways Guide for Developers (2019) provides useful guidance on EVC requirements at Appendix E of that document, which suggests that for 'off plot' residential parking bays the provision of 25% passive and 5% active EVC infrastructure would be appropriate. For employment uses, the minimum requirement stated is 1 passive and 1 active charging space to serve a car park of 'up to 20 spaces'. Therefore, the residential use would require around 2 active EVC spaces and the employment uses 1 active EVC space and 1 passive EVC space.

2.24 The Highways Guide also provides useful details of several key design features such as the required access dimensions and the local standard size of car parking spaces (which are noted to be 2.5m x 5m as standard).

- 2.25 The emerging local development plan for Wokingham Borough Council is currently being developed between 2024 and 2027 and will replace the current adopted Core Strategy and Managing Development Delivery local plans. The emerging local development plan will set out the spatial strategy within Wokingham Borough up to 2040.

Summary

- 2.26 On the basis of the above review, it is evident that the location and operation of the Application Site are each significant considerations when determining the appropriate volume of car parking provision, and the relative accessibility for pedestrians and cyclists is also a key consideration when assessing the acceptability of the proposals. Therefore, appropriate provision should be made for parking, and measures to facilitate access by more sustainable forms of travel should be included.

3.0 Baseline Conditions

- 3.1 In order to establish the context of the Application Site, a detailed review of the study area has been undertaken. The following text provides a summary of this review and refers to the location of the Application Site, the existing development, and the baseline conditions.

Site Description

- 3.2 The Application Site is currently occupied by two existing restaurants (A3/A5 use) on the ground floor. The 'Rangamati' provides around 13.7 square metres GIA front of house (79.8 square metres total GEA) and currently operates as a 'hot food takeaway' restaurant (A5 use) with options for takeaway or delivery, and it is noted that the Rangamati is listed on the 'Just Eat' website. The 'Dragon Inn' provides around 81.2 square metres GIA front of house (172.8 square metres total GEA) and currently operates primarily as a restaurant (A3 use) with the option to dine in as well as offering takeaway or delivery services. Together the two units provide a total of around 94.9 square metres GIA front of house (252.6 square metres total GEA) of A3/A5 use.
- 3.3 There is existing first-floor residential accommodation (C3 use) located above each of the two units. The accommodation above the Rangamati is understood to comprise a three-bedroom dwelling and the accommodation above the Dragon Inn is understood to comprise a four-bedroom dwelling.
- 3.4 The existing car park to the rear of the site provides 14 car parking spaces and the front parking area provides for around 6 cars, giving a total notional provision of 20 car parking spaces. It should be noted that at least 2 of the existing bays at the site frontage are marked out to a substandard size, and a 3rd space appears to encroach on the public highway. Therefore, the existing site can technically provide around 18 spaces to local standards. For clarity, details of the adopted highway boundary as provided by Wokingham Borough Council are attached at [Appendix C](#).
- 3.5 During a site visit undertaken at around 15:00 on Tuesday the 24th of November 2020, 6 cars were observed parked in the rear car park and 2 cars were observed parked in the front parking area. Given that neither restaurant was open at that time (COVID-19 restrictions apply), it is assumed that the observed parking demand totalling 8 vehicles was generated by the residential accommodation. During the site visit, a couple were observed entering the building through the residential side entrance carrying grocery bags which demonstrates an active residential use. No existing cycle parking provision was observed.
- 3.6 Vehicular access into the site is achieved via a dropped kerb footway crossover which spans the entire frontage of the Application Site onto Reading Road. This footway crossover therefore provides access to the 6 perpendicular parking bays at the site frontage as well as the side access leading to the rear car parking area. It should be noted that three of these perpendicular bays at the site frontage appear to operate as 'driveway' parking and hence may currently require reversing onto the public highway. This appears to be the case for some other existing developments on Reading Road, for example the 3 commercial units at 427 Reading Road almost directly opposite the Application Site. The other three perpendicular bays at the site frontage appear to require encroachment onto the neighbouring land (Jasmine House) to gain ingress and/or egress. As mentioned above, one of these bays appears to encroach on the adopted public highway.
- 3.7 Access into the rear parking area is provided via a shared surface driveway which is around 2.85m in width and around 20m in length. This driveway provides access to the 14 car parking spaces to the rear of the site, as well as pedestrian access to the residential entrances at the side and rear of the building. During the site visit, two large refuse bins were observed to the rear of the site, one of which was located within a parking bay. It is therefore assumed that refuse collection currently takes place from the rear of the property. It is not clear whether a collection vehicle currently gains access to the rear, or whether refuse is carried to the front of the site. It is considered that the latter is more likely. There are no existing servicing or delivery vehicle parking areas on site for loading/unloading etc.

- 3.8 The Application Site is situated in a small parade of 3 commercial buildings, each providing 2 commercial units at ground floor level and with residential accommodation above and/or behind. It is understood that these buildings are considered to form part of the local retail centre, and other commercial units are dispersed in small segments throughout the immediate local area which is otherwise predominantly residential in character.
- 3.9 The other two buildings in this parade are understood to share a single one-way access arrangement with a dropped kerb footway crossover providing an 'entrance only' at the south-eastern extent of the frontage and a second dropped kerb footway crossover providing an 'exit only' at the north-western extent of the frontage (immediately adjacent to the Application Site). The rest of the site frontage for these two buildings is enclosed by metal railings. From observation of **Appendix C**, it appears that a small strip of highway land is located behind these railings and hence is enclosed. There is a hatched-out service bay in this area which also appears to encroach on this adopted highway land. It is assumed that this arrangement is accepted by WBC. The 7 car parking spaces (including 1 disabled bay) and above-mentioned service bay to the front of these two buildings appear to be shared also.
- 3.10 The immediate neighbouring building is 420-422 Reading Road which is known as Jasmine House. Jasmine House currently has a hair salon and a Subway sandwich store at ground level (each around 66.5 square metres GIA commercial area) and 8 No. two-bedroom residential apartments behind/above. There are 12 car parking spaces located to the rear of the site. The Subway store was open for collections at the time of the site visit and active customers were observed.
- 3.11 This site obtained planning permission in 2002 under application reference F/2001/5354. This permission included the following conditions relevant to highways and transportation:
- ▶ *"The vehicular access to the rear of the site for car parking associated with the flats shall have a minimum width of 4.1m for its entire length..."*
 - ▶ *"The delivery space to the front of the site shall be made available for use at all times for the parking, loading and unloading of delivery vehicles only and be available for use for the two existing retail units adjacent to the application site".* It is assumed this refers to 418 Reading Road.
 - ▶ *"All staff, residents and visitor car parking associated with the development shall be contained within the car parking area to the rear of the site".*
 - ▶ The parking was stipulated as 7 car parking spaces to the front of the site (including 1 disabled bay) 12 car parking spaces to the rear of the site, 4 Sheffield Stands (8 spaces) for customer cycle parking and secure cycle storage for residents.
- 3.12 There is no customer cycle parking available at the front of the site and cycles were observed tethered to the metal railings at the site frontage during the site visit. Residential cycle storage is understood to be provided by a purpose-built wooden shed to the rear of the site providing for 4 cycles.
- 3.13 The building at 418 Reading Road has been the subject of many planning applications over the years, many of which are historic and only available for viewing via microfiche. The most recent applications F/2001/3215 and F/2003/8589 indicate that the site includes a dry cleaners and a Chinese restaurant on the ground floor (size of retail areas not known) with a first floor four-bedroom flat above the retail units which is understood to accommodate the family/staff of the dry cleaners and a second independent four-bedroom flat to the rear of the property.
- 3.14 It is understood from the particulars of these applications that 6 parking spaces are available to the rear of the property, 3 of these are allocated to staff/family of the dry cleaners, 1 is allocated to staff of the Chinese restaurant and 2 are allocated to the flat at the rear of the site. Therefore, it is assumed that customer parking is exclusively served by the 7 shared parking spaces to the front of Jasmine House.
- 3.15 It is understood that number 418 shares the hatched-out service bay to the front of the site, however during the site visit a delivery was observed to take place directly to the front of the building. The delivery

vehicle appears to be a 7.5t box van with a refrigeration unit and hence it was assumed to be a food delivery to the Chinese restaurant, which was observed to be open for deliveries and collections at the time of the site visit. The delivery vehicle is shown in Figure 3.1 below for clarity.



Figure 3.1 – Observed Restaurant Delivery Vehicle

Site Location

- 3.16 The Application Site is located on the A329 Reading Road in Winnersh which provides a route to central Reading located around 7km to the northwest and to central Wokingham located around 3.8km to the southeast. The A329(M) passes roughly 1km to the north and the M4 passes roughly 580m to the south.
- 3.17 Around 170m to the southeast, Reading Road forms a signalised crossroads junction with the B3030 King Street Lane/Robin Hood Lane. Around 1.4km to the northwest Reading Road forms a four-arm signalised roundabout junction with the A3290 and the B3270 Lower Earley Way North. This route provides access to the A329(M) and subsequently the M4.
- 3.18 The Application Site in relation to the local area and highway network is illustrated below in Figure 3.2.

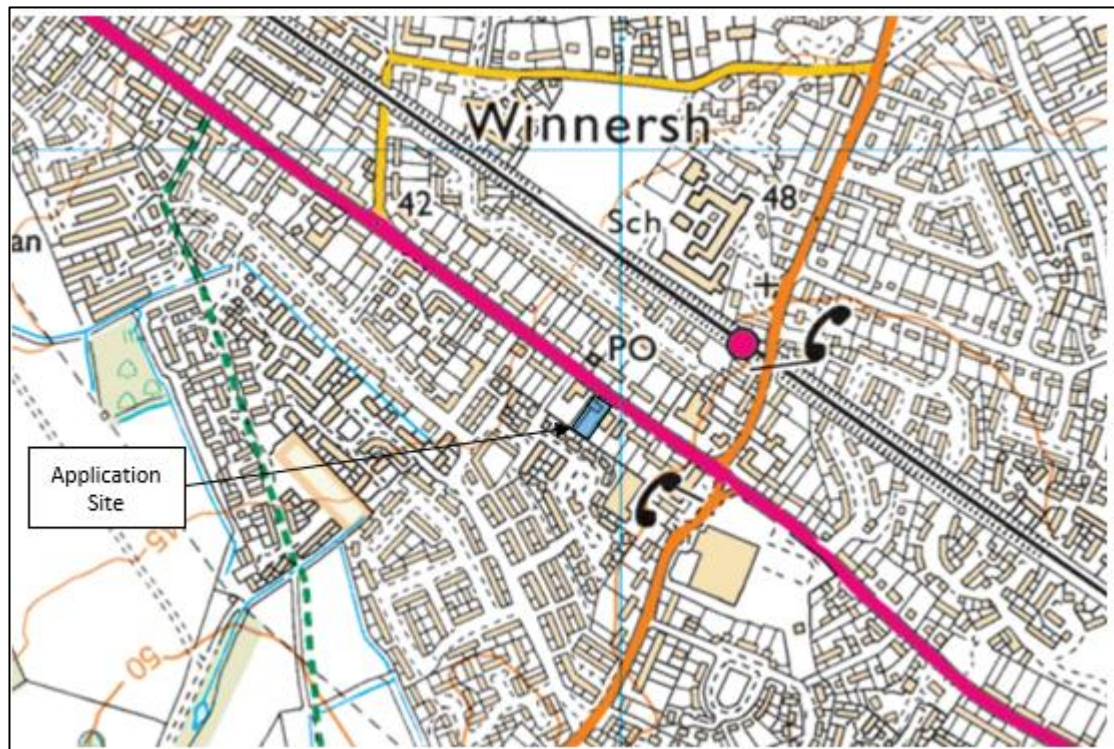


Figure 3.2 – Local Highway Network

Local Highway Network

- 3.19 The A329 Reading Road in the vicinity of the Application Site is a two-way single carriageway road, around 9.2m in width with in-carriageway cycle lanes of around 1.2m on the southern side of the carriageway and of around 1.3m width on the northern side of the carriageway. These cycle lanes carry on in both directions with breaks at significant junctions where cycle traffic is diverted onto the footways. The footway on the southern side of the carriageway is between around 2.7m and 3.0m in width with a highway verge behind of around 1.8m. The footway on the northern side of the carriageway is between around 2.4m and 2.5m in addition to a highway verge behind.
- 3.20 There is a signal-controlled pedestrian crossing located approximately 23m to the north of the site with standard zig-zag markings for 20m in both directions and with red anti-skid surfacing on the approach to the crossing for around 50m in both directions. Both the zig-zag markings and the anti-skid surfacing overlap the Application Site frontage.
- 3.21 A southeast bound bus stop is located directly opposite the site, and a northwest bound bus stop is located around 85m to the northwest. The sections of the carriageway not covered by bus stops, cycle lane or zig-zag markings are generally restricted by double-yellow 'at any time' waiting restrictions.
- 3.22 Reading Road is subject to a 40mph speed limit, and two speed enforcement cameras are located around 585m and around 230m to the northwest of the Application Site for southeast bound and northwest bound traffic, respectively. The local area mainly consists of frontage residential development with direct driveway and parking court access onto Reading Road, in addition to residential access roads, and with small pockets of retail development along Reading Road typically with comparable arrangements to the Application Site.
- 3.23 Roughly 160m to the southeast of the Application Site is the signalised junction of Reading Road with Robin Hood Lane and the B3030 King Street Lane. This junction has signals and controlled pedestrian crossings on all four arms with central pedestrian refuge islands on Reading Road.

4.0 Sustainable Travel

Walking and Cycling

- 4.1 Walking and cycling are considered likely modes for local journeys given the urban location. The Chartered Institution of Highways and Transportation has released two documents pertaining to walking and cycling respectively, these are; 'Planning for Walking' (April 2015) and 'Planning for Cycling' (October 2014). These documents provide an insight and guidance on sustainable methods of transport, including:
 - ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant mode" (Planning for Walking, 2015).
 - ▶ "The majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).
- 4.2 Manual for Streets identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot". Additionally, within Manual for Streets it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2km. The National Travel Survey 2015 (NTS) also noted that "76% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.
- 4.3 The Application Site is sustainably located within a local retail centre which in turn is located within an established residential area with numerous amenities located within a convenient walking distance which are considered supportive to residential development. For example, there are several local schools in the area with The Forest School around a 450m walk away (this includes a number of recreational amenities), Winnersh Primary School and the Greenwood Pre-School both around a 1.1km walk away, and Wheatfield Primary School around a 1.2km walk away. The Westfield Road Surgery is around a 220m walk away and there is a unisex hair salon immediately opposite the site. There are additionally numerous employment opportunities within a convenient walking distance including the Winnersh Triangle Business Park which is around a 1.5km walk away.
- 4.4 There are numerous small shops, restaurants, cafes and takeaways within a 500m walk of the Application Site (including the immediate parade of shops on site) with a convenience store (Winnersh Food & Wine) around a 450m walk to the northwest, which includes a post office, and the Sainsburys Supermarket around 300m walk to the southeast (located on the junction of Reading Road with the B3030 King Street Lane) which would cater for most daily needs, and includes a Sainsbury's Bank with ATMs and a travel exchange, an Argos store and a Timpsons. There is additionally a petrol garage on the opposite side of this junction (around a 150m walk away) which includes a small café.
- 4.5 Having regard to the evidence presented in 'Planning for Cycling', it is generally accepted that a distance of up to 5km is acceptable to most cyclists. As stated above, several amenities, services, leisure-uses, schools and employment opportunities are located within a short walking distance and thus the level of available provision expands considerably when you increase the achievable range to a 5km distance, allowing for destinations including central Wokingham and the Industrial Estate on Molly Millars Lane in under a 4km cycle, Central Woodley and the Industrial Estate on Headley Road East in under a 4km cycle and Reading University in around a 4.5km cycle.
- 4.6 The local pedestrian network has generous footways with numerous controlled crossing points which include tactile paving and refuge islands where appropriate and Reading Road has a significant level of cycle infrastructure including on-carriageway cycle lanes, shared footway/cycleways and cycle storage ahead of stop lines at signal junctions for example. Walking and cycling are therefore realistic and attractive mode choices.

Public Transport

- 4.7 In addition to being considered appropriate alternative methods of transport to the private car for shorter journeys, walking and cycling are also important modes for accessing other methods of travel such as the bus or train for longer distance journeys.
- 4.8 The nearest bus services operate immediately outside the site with the southbound stop located directly opposite and the northbound stop located around 85m north on Reading Road. Both stops have bus cages, seated shelters and raised kerbing for step-free access. These bus stops are served by the Reading Buses 4 Lion and X4 Lion services which, in combination, provide trips between Central Reading and Bracknell around every 15 minutes in both directions. There is an additional limited route 93 offering a single service to and from Bohunt School on applicable days only.
- 4.9 Further bus services are available at the Winnersh Crossroads Stops around a 250m walk and a 320m walk to the southeast respectively which provide access to the Courtney Buses services 128 and 129 both operating between Wokingham and Reading via Twyford and Sonning. The two services combined provides buses roughly on an hourly frequency in each direction throughout the day. These stops equally have bus cages and seated shelters with the southbound stop also offering step-free access and real time information.
- 4.10 The nearest rail station is Winnersh which is around a 325m walk away and offers access to frequent services between Reading and London Waterloo.

Summary of Site Accessibility

- 4.11 The above review demonstrates that the Application Site is well located to encourage new residents to make a significant number of journeys for all journey purposes by walking, cycling and using public transport.
- 4.12 The Proposed Development therefore presents an opportunity to provide new residential development at a location that is already accessible by a variety of modes of transport and would therefore have the potential to reduce reliance upon the private car.
- 4.13 Potential measures to promote the use of non-car modes of transport will be assessed and incorporated into the scheme layout to ensure that the best use of these existing facilities is achieved.
- 4.14 The restaurant uses would be well located in an established residential area with a large volume of potential clientele and staff situated within a short walking or cycling distance of the site and with conveniently located public transport links. The proximity to other local shops would also provide significant opportunity for linked or pass-by trips.

5.0 Development Proposals

Overview

- 5.1 It is proposed to redevelop land at 424-426 Reading Road by demolishing the existing building which currently accommodates two separate commercial units on the ground floor, one of which provides around 81.2 square metres GIA front of house of restaurant (A3 use class) and the other provides around 13.7 square metres GIA front of house of 'hot food takeaway' (A5 use class). In total, the two units provide around 94.9 square metres GIA front of house (A3/A5 use). Above these units is residential accommodation in the form of two separate dwellings (with four and three bedrooms respectively) providing a total of 7 bedrooms overall.
- 5.2 The existing building would be replaced by a new building re-providing commercial restaurant/takeaway premises (use classes A3/A5) on the ground floor of around 113 square metres GIA front of house (comprising around 96 square metres GIA front of house of restaurant and around 17 square metres GIA front of house of hot food takeaway) and with 6 new residential apartments above arranged as 4 no. one-bedroom units and 2 no. two-bedroom units.
- 5.3 This would result in a net increase of around 18.1 square metres GIA front of house of A3/A5 use when compared with the existing site. The net increase in residential apartments would notionally be 4 dwellings, whilst the net increase in bedrooms would be 1.
- 5.4 A total of 17 car parking spaces would be provided to serve the Proposed Development. This would be a net reduction of 3 parking spaces when compared with the existing provision of 20 spaces. However, it should be noted that some of these existing spaces are marked-out to a substandard size, rely on reversing onto the public highway and/or land outside of the applicant's ownership to exit, and at least 1 space appears to encroach on highway land. It is therefore considered that the proposed net decrease in valid parking provision is equivalent to a single car parking space.
- 5.5 Parking provision for Blue Badge holder (BB), Powered Two-Wheeler (PTW) and Electric Vehicle Charging (EVC) would also be provided to the applicable WBC standards. The proposals also include 8 secure residential cycle storage spaces suitable for both short term parking and long-term storage to encourage the use of bicycles as an alternative, more sustainable mode of travel. Further cycle parking is proposed for the commercial uses in the form of two 'Sheffield' hoops. A copy of the proposed Application Site layout is provided at [Appendix D](#).
- 5.6 Wokingham Borough Council as Local Highways Authority stated during the course of the previous planning application (LPA Reference: 203604) that the EVC provision within the curtilage of the site is appropriate, and this remains unchanged when compared to the previous proposals.

Vehicular Access and Servicing

- 5.7 The existing access onto Reading Road is a dropped kerb footway crossover which spans the whole of the Application Site frontage. This arrangement would be retained as existing and is in keeping with similar sites in the immediate locality. Given the wide footway of around 2.7m width and the straight nature of Reading Road, junction visibility is unconstrained for emerging vehicles and visibility splays in excess of 2.4m x 120m can be achieved in both directions which is the applicable DMRB standard for a design speed of 70kph (around 43mph). The signed speed limit on Reading Road is 40mph with nearby enforcement cameras. Therefore, the available junction visibility exceeds the required standard.

- 5.8 The parking area to the front of the site would be reconfigured to provide 5 perpendicular parking spaces of dimensions 2.5m x 5m as specified in the WBC Highways Design Guide for Developers. These bays would be located to the immediate frontage of the building which would provide enough space behind to allow cars to reverse out of bays and turn on site, and hence leave the site in a forward gear. This is considered to represent a significant improvement in highways safety terms over the existing arrangement. This arrangement would also remove marked parking bays from land which may remain adopted highway. The proposed access arrangement is shown in the attached drawing 2011014-TS-001. The parking space dimensions were deemed appropriate during the course of the previous planning application (LPA Reference: 203604).
- 5.9 The existing access into the rear parking area is a shared surface of around 2.85m width which allows for single lane operation. This shared surface is currently also used for residential pedestrian access to the side and rear of the building, and for residential and commercial refuse collection. It is proposed to provide a wider shared surface access of 4.1m (on the northern side of the Application Site) which would allow for two cars to pass and hence improve access. An advisory pedestrian route would be marked out along one side of this access to raise driver awareness and to provide increased priority for pedestrians. This advisory footpath would be at grade and hence would not reduce the available width for vehicles. This would therefore represent a significant improvement over the existing arrangement.
- 5.10 It is not expected that a WBC refuse vehicle is currently able to reverse into the rear parking area of the Application Site for the collection of residential refuse. It is therefore assumed that operatives currently collect refuse from the rear of the site to a refuse vehicle located at the frontage of Jasmine House. The proposed parking layout would allow a WBC refuse vehicle to continue into the Application Site frontage for the collection of refuse. A new purpose-built residential bin store is proposed within the side of the building adjacent to the side access. These two amendments would together reduce the necessary collection distance for refuse collection operatives to under 25m. Wokingham's Waste and Recycling Guidance Notes for Developers states: *"Ideally collection points should not be further than 25 meters from the collection vehicles"*. This would therefore represent an improvement over the existing arrangement.
- 5.11 The geometry and characteristics of WBC refuse collection fleet vehicles are available from the WBC website. The applicable Veolia dimensions and information sheet is attached at **Appendix E** for clarity. A vehicle swept path of the above-mentioned WBC refuse vehicle accessing the front parking area for collection, and leaving in a forward gear is attached at **Appendix F**. The swept path shows that the vehicle can reach a suitable distance from the bin store (within 25m). The refuse vehicle is subsequently able to leave the site in a forward gear.
- 5.12 Commercial refuse collection is expected to operate in a similar fashion to the residential collection, and a suitably sized collection vehicle would be employed for this purpose. The commercial bin store is also located within the side of the building adjacent to the side access.
- 5.13 The largest commercial delivery vehicle expected on site would be a 7.5t box van of a similar type to the observed delivery vehicle shown in Figure 3.1 above. The proposed layout would allow for such a vehicle to enter, load/unload entirely within the site curtilage and to leave in a forward gear. This is expected to represent an improvement over the existing arrangement. A swept path of the delivery vehicle is attached at **Appendix G**.
- 5.14 Vehicle swept path drawings have been provided at **Appendix H** which illustrate that a large car is able to access the front parking area, turn on site and leave in a forward gear. The car parking bays to the rear of the site are each 2.5m x 5m with a minimum of 6m aisle width.
- 5.15 The proposed shared surface side access is of sufficient width to allow emergency access for a fire tender vehicle which would typically require an access width of 3.7m. This again represents an improvement when compared with the existing arrangement.

Pedestrian and cycle access

- 5.16 Pedestrian and cycle access for the proposed dwellings would be provided by the shared surface driveway access which leads to the side and rear pedestrian access points into the building. An advisory pedestrian route is proposed to raise driver awareness and to increase pedestrian priority. The proposed pedestrian cycle store is also located to the rear of the site and would provide at least 8 spaces for residents and their visitors.
- 5.17 Access for the commercial uses would be direct from Reading Road. There is a 2m wide pedestrian area to the front of the building and 2 Sheffield stands are proposed in this area, between the access points to the two units.
- 5.18 All access points would either be at-grade or step-free (with appropriately located ramps).

Car Parking Provision

- 5.19 For the proposed 4 No. one-bedroom and 2 No. two-bedroom residential apartments, the applicable Wokingham Borough Council standards specify that where parking provision is unallocated, a single space per one and two-bedroom dwellings is required. The standards go on to state that where at least 50% of the parking is unallocated, no further visitor parking provision is required. A copy of the Wokingham BC Parking Demand Calculator is attached at [Appendix I](#).
- 5.20 Therefore, 6 unallocated parking bays will be provided in the rear parking court for the exclusive use of residents. These bays would be clearly marked for 'residential use only' through signage and markings. The provision of 100% unallocated parking is the most efficient solution, is in keeping with adopted standards and guidance, and is appropriate given the highly accessible location.
- 5.21 It is acknowledged that Wokingham Borough Council supported the proposed 6 unallocated parking bays for the 6 residential apartments during the course of the previous application (LPA Reference: 203604). Given that both the quantum of development and quantum of parking remains unchanged, it is reasonable to conclude that the proposed 6 unallocated parking bays remain suitable for the proposed development.
- 5.22 As previously discussed, the existing site currently has 20 car parking spaces in total (although only around 18 of these could be legitimately re-provided). Based on the observed parking during the site visit, the existing residential accommodation appears to generate parking demand for around 8 vehicles. This would leave around 12 spaces available for use by the two existing restaurant units.
- 5.23 The applicable adopted car parking standards for A3 'Restaurants and Cafes' is 1 space per 5 square metres GIA front of house and for A5 'Hot Food Takeaway' is 1 space per 3 square metres GIA front of house. These are high parking ratios when compared with the existing site and similar uses in the immediate area.
- 5.24 The 'Rangamati' is a 'Hot Food Takeaway' (use class A5) and therefore the 13.7 square metres GIA front of house would require around 5 car parking spaces. The Dragon Inn is a 'Restaurant' (use class A3) and hence the 81.2 square metres GIA front of house would require around 16 car parking spaces. These standards would therefore require a total of 21 spaces for the two existing units.
- 5.25 It is understood that the Dragon Inn also offers collection and delivery services. If this unit were considered against the 'Hot Food Takeaway' standards, the required parking provision would be around 27 spaces. This would bring the total standard requirement up to around 32 spaces for the two units. It is therefore evident that the existing available parking provision of around 12 spaces for these uses is significantly below that which the adopted standard might suggest is required.

- 5.26 Similarly, it was noted on site that both the Subway sandwich store and the Winnersh Chinese Takeaway (and Chip Shop) were open during the time of the site visit. Both were open for collection or deliveries and it is noted that the Subway is available for delivery via Deliveroo and Just Eat. Arguably, it may be considered reasonable to assume that the Subway would have a similar trip attraction characteristic to a 'Hot Food Takeaway'.
- 5.27 The Subway is understood to have a shop floor area of around 66.5 square metres. If this were assumed to be front of house, this would result in a requirement for around 22 car parking spaces. The front of house of the adjacent Winnersh Chinese Takeaway is not known, however if it were assumed to have the same front of house as the Rangamati, the total requirement for both units would be for around 27 car parking spaces. This would not include the potential parking demand generated by the dry cleaners or the hair salon. These four neighbouring commercial units appear to currently share 7 car parking spaces (9 if you include the service bay).
- 5.28 It is therefore evident that none of the food outlets within this small parade of shops currently provide a volume of operational parking that is in keeping with the adopted standards. As previously mentioned in Section 2 of this report, with regard to Urban areas, the Parking Standards Study Document states:
- "For development in areas of high accessibility in an urban centre a development may be considered a prime site for a low car parking allocation or "car free" development..."*
- "Development within areas which have high levels of accessibility may be eligible for a reduced parking allocation. Areas where this may be considered typically exhibit high levels of public transport provision in terms of bus services and rail access, cycle and pedestrian links, access to food shopping and health and education facilities in the near vicinity. However, this should not be assumed and each site should be assessed on its own merits and be subject to officer discussion and advice."*
- 5.29 It is considered that the Application Site is possessed of all the above characteristics which would indicate a lower level of parking provision would be appropriate, being situated within a highly urban local retail centre with excellent transport links, a large population within a convenient walking or cycling distance and significant opportunity for linked or 'pass-by' trips.
- 5.30 It should also be noted that food outlets of this type typically have small catchment areas, are not 'destination' venues and in today's climate are increasingly tending towards a 'food delivery app' centric operation, which can be expected to remain popular post lock-down. It was noted that the Rangamati is currently listed on the 'Just Eat' website for example. Future tenants could equally be listed on Deliveroo or Uber Eats, as well as operating their own delivery services.
- 5.31 The published standards would require around 19 car parking spaces for the proposed 96 square metres GIA front of house of restaurant (A3) and around 6 car parking spaces for the proposed 17 square metres GIA front of house of hot food takeaway (A5). This would indicate a total guideline standard of 25 spaces for the proposed commercial units. This level of car parking provision would neither be feasible nor appropriate for the Application Site. Under the proposals, 11 parking spaces would remain available for the proposed commercial units versus the existing provision which is estimated at around 12 available spaces. Of these 11 parking spaces proposed for commercial use, these would comprise 5 bays to the front and 6 bays to the rear as indicated on the proposed site layout plan.
- 5.32 The proposed net increase of 18.1 square metres GIA front of house in total is considered unlikely to result in a significant increase in parking demand for the site, given that the site would continue to offer two separate restaurant units of similar size and use to the existing units. Therefore, the proposed parking provision is expected to remain sufficient for the proposed uses.

5.33 As a check, the TRICS survey database was interrogated for Restaurant (A3) sites in Great Britain (excluding Greater London) in Edge of Town, Suburban and Neighbourhood Centre locations. This search criteria returned 9 sites. The data from these sites is summarised in Table 5.1 below for ease of reference.

Reference	Description	Town/City	Location	GFA	SEATS	Seat Ratio	EMPLOY	Employ Ratio	PARKING	Parking Ratio
CF-06-B-02	FRANKIE & BENNY'S	CARDIFF	Edge of Town	400	120	3.3	32	12.5	22	18.2
DS-06-B-02	CHIQUITO	DERBY	Suburban Area (PPS6 Out of Centre)	450	222	2.0	16	28.1	60	7.5
DS-06-B-03	BRITISH RESTAURANT	DERBY	Neighbourhood Centre (PPS6 Local Centre)	350	40	8.8	10	35.0	25	14.0
HC-06-B-01	PIZZA HUT	PORTSMOUTH	Suburban Area (PPS6 Out of Centre)	325	124	2.6	39	8.3	32	10.2
RF-06-B-01	INDIAN RESTAURANT	PAISLEY	Neighbourhood Centre (PPS6 Local Centre)	175	45	3.9	6	29.2	39	4.5
ST-06-B-01	RESTAURANT	STOKE-ON-TRENT	Edge of Town	259	54	4.8	30	8.6	0	0
WM-06-B-06	ITALIAN RESTAURANT	COVENTRY	Neighbourhood Centre (PPS6 Local Centre)	175	50	3.5	10	17.5	0	0
WM-06-B-07	INDIAN RESTAURANT	STOURBRIDGE	Neighbourhood Centre (PPS6 Local Centre)	370	50	7.4	10	37.0	23	16.1
WS-06-B-02	BRITISH FINE DINING	NEAR CHICHESTER	Neighbourhood Centre (PPS6 Local Centre)	130	36	3.6	8	16.3	20	6.5
Mean Averages (Parking averages adjusted to omit zero values)				293	82	4.4	18	21.4	32	11.0

Table 5.1 – TRICS Restaurant (A3) Survey Sites Summary Data

- 5.34 Based on the information in Table 5.1, the mean average parking ratio of the 7 sites above (that include car parking provision) was 1 space per 11 square metres GFA. It is acknowledged that the TRICS GFA values include the total floor area (not just front of house GIA). Therefore, in order to compare on a like-for-like basis, this analysis will be made with reference to total GFA. For the avoidance of doubt, Gross External Areas (GEA) will be used.
- 5.35 The proposals include one restaurant unit of around 180 square metres GEA (A3 use). Based on the average parking ratio above, this would indicate a requirement for around 16 car parking spaces for the proposed restaurant.
- 5.36 Having reviewed each of the above sites for comparability to the application site, only two sites were situated in a similar location within a predominantly residential area close to local shops and amenities, these were sites DS-06-B-03 and WM-06-B-07. It should be noted that neither site is within a short walk of a train station. The mean average parking ratio of these two sites would be around 1 space per 15 square metres. This parking ratio would indicate a requirement for around 12 car parking spaces for a 180 square metres GEA restaurant (use class A3). The full TRICS output data is included at [Appendix J](#).
- 5.37 As a further check, the parking accumulation for each of the two comparable sites was analysed to ensure there was no latent parking demand unaccounted for within the on-site parking provision. The accumulations showed that the peak parking demand observed for site DS-06-B-03 was 10 cars out of 25 spaces, therefore the peak demand was at 40% of capacity. For site WM-06-B-07 the peak parking demand observed was 6 cars out of 23 spaces, therefore the peak demand was at 26% of capacity. Both parking surveys are also attached at [Appendix J](#).

5.38 Therefore, the actual observed parking demand was between 26% and 40% of the total provision. Given the indicative average parking provision volumes as identified above of either 16 spaces (based on the mean average of all sites) or 12 spaces (based on the mean average of the 2 comparable sites), this would indicate peak parking demand for the proposed restaurant of between around 5 and 6 vehicles based on 40% occupancy or between around 3 and 4 vehicles based on 26% occupancy.

5.39 A similar exercise for Takeaway Restaurants (use class A5) in Great Britain (excluding Greater London) returns 4 sites in Suburban or Edge of Town locations (none were found in Neighbourhood Centre locations). These four sites are summarised below in Table 5.2.

Reference	Description	Town/City	Location	GFA	EMPLOY	Employ Ratio	PARKING	Parking Ratio
LC-06-G-01	FISH & CHIPS	PRESTON	Suburban Area (PPS6 Out of Centre)	450	8	56.3	11	40.9
ST-06-G-01	CHINESE	STAFFORD	Edge of Town	53	5	10.6	0	0
TW-06-G-01	INDIAN	SUNDERLAND	Suburban Area (PPS6 Out of Centre)	223	6	37.2	3	74.3
TW-06-G-02	FISH BAR	NEWCASTLE UPON TYNE	Suburban Area (PPS6 Out of Centre)	60	12	5.0	16	3.8
Mean Averages (Parking averages adjusted to omit zero values)				196.5	7.8	27.3	10.0	39.7

Figure 5.1 – TRICS Takeaway (A5) Survey Sites Summary Data

5.40 Based on the information in Table 5.2, the mean average parking ratio of the 3 sites above (that include dedicated car parking provision) was 1 space per 39.7 square metres. The proposals include one takeaway restaurant of around 48 square metres GEA (A5 use). This average parking ratio would indicate a requirement for around 1 car parking space for a 48 square metres GEA takeaway restaurant (use class A5).

5.41 The four sites were reviewed for comparability, and although all sites were in approximately comparable locations, one site had no dedicated parking provision, a second site had shared parking provision and a third site was operating out of an industrial unit and did not appear to resemble a takeaway in the traditional sense (parking was for staff only and hence this appeared to be a 'delivery only' service). The full TRICS output is attached at [Appendix K](#).

5.42 Therefore, the only truly comparable site was LC-06-G-01. It should be noted that, unlike the others, this survey was undertaken on a Saturday. This site has a total GFA of 450 square metres and 11 parking spaces at a ratio of 1 per 40.9 square metres. This ratio is approximately similar to the above average and would again indicate a requirement for around 1 car parking space for a 48 square metres GEA takeaway restaurant (use class A5). Upon review of the parking accumulation for this site, the peak observed parking accumulation was 7 vehicles out of 11 spaces at a peak occupancy of 64%. The parking accumulation is also attached at [Appendix K](#).

5.43 Applying this observed parking demand occupancy level to the parking volume estimated above would continue to result in a parking demand of around 1 space for a 48 square metres GEA takeaway restaurant (use class A5).

5.44 Therefore, based on an analysis of the available TRICS survey data of both the restaurant (A3) and takeaway restaurant (A5) uses the proposed 180 square metres GEA restaurant and 48 square metres GEA takeaway restaurant are together predicted to generate a peak parking demand of between 4 vehicles and 7 vehicles. Therefore, the 11 car parking spaces proposed to serve the redeveloped restaurants as described above are expected to be adequate for the predicted peak demand and hence the proposed volume of provision is therefore appropriate.

5.45 The proposed 11 spaces for the restaurant units would comprise 5 bays to the front of the site and 6 bays to the rear of the site. Based on the estimated demand, the additional parking to the rear of the site would only be used at peak times.

Other Parking Considerations

- 5.46 In addition to the proposed car parking, provision would be made for a powered two-wheeler (PTW) parking/waiting area which would cater for up to 2 PTWs at any given time. This exceeds the applicable standards which require (for A3 and A5 uses) one PTW space per 20 car parking spaces. Regarding the dimensions of such areas, the applicable WBC guidance states:
- "To estimate the space required for parking motorcycles, it is recommended that a 2.0m by 0.8m footprint is allowed per motorcycle. It is not necessary or desirable to mark individual bays."*
- 5.47 An area of 5m x 1.2m would be provided to the rear of the site which would allow for parking/waiting for at least 1 PTW, and potentially for 2 if required. This would provide suitable waiting areas for delivery scooters either in direct association with the restaurant/s or in association with Deliveroo, Just Eat, Uber Eats etc.
- 5.48 The required standard for powered two-wheeler parking provision for the Application Site would be a single PTW space and this has been provided. The comments within the submitted Transport Statement indicate that the space provided allows for 'at least one PTW'.
- 5.49 It is acknowledged that the space available exceeds the standard dimensions of 2.0m by 0.8m and this presents the opportunity for more than 1 PTW to be parked, dependent on the size of the vehicles used. Given the wide variances in the sizes of PTWs it is expected that a space to the standard dimensions could equally attract inconsiderate parking of smaller PTWs, and smaller mopeds are considered the likely mode for food deliveries. Therefore, it was expected that a larger PTW parking area would be considered a benefit over and above the required standard.
- 5.50 The standard for Electric Vehicle Charging (EVC) points are outlined in the WBC 'Highways Design Guide for Developers'. For residential parking, the published standard for 2019 'off plot' is 25% passive provision and 5% active provision. It is therefore expected that the provision of a single EVC charging point (to local standards) positioned to serve at least two of the residential parking bays would exceed the published standard. This is proposed to the rear of the site adjacent to two residential bays.
- 5.51 For non-residential uses, a minimum of 1 passive and 1 active EVC space is required for car parks of "up to 20 spaces". It is therefore expected that the provision of a second EVC charging point (to local standards) positioned to serve at least two of the restaurant parking bays would exceed the published standard. This is proposed to the front of the site adjacent to two restaurant bays.
- 5.52 The WBC guidance for Blue Badge (BB) space dimensions is 5m x 2.5m with a 1.25m hatched area to the side and rear of the bay. The published standard provision for car parks of 10-50 bays is 2 + 3%. It is therefore expected that two BB spaces located at the front of the site, adjacent to the building entrances would be an appropriate level of provision. Step free access would be provided from these bays to the store front area.
- 5.53 The proposed car parking arrangements would also be supported by a comprehensive level of cycle parking provision as outlined below.

Cycle Storage/Parking

- 5.54 The existing site is understood to have no cycle parking provision currently.
- 5.55 The WBC cycle parking standard for residential dwellings is 1 secure and covered cycle storage space per bedroom. A purpose-built cycle store for at least 8 cycles (4 Sheffield stands) is proposed to the rear of the site for residents and visitors. Therefore, the proposed residential cycle parking/storage provision is to the published standard.
- 5.56 The published cycle parking standard for A3 and A5 uses is one cycle space per 125 square metres GIA front of house. This would indicate a requirement for 1 cycle parking space. It is proposed to provide two Sheffield stands (4 spaces in total) to the front of the property for staff, customer and/or Deliveroo cyclist parking. Therefore, the commercial parking provision would exceed the published standard to promote cycling as a realistic alternative mode for customers, staff and food deliveries.
- 5.57 Given the small catchment area and density of residential development within the local area, the use of pedal cycles for food deliveries (by delivery companies such as Deliveroo for example) is considered entirely feasible.
- 5.58 During the course of the previous application (LPA Reference: 203604), Wokingham Borough Council as Local Highways Authority agreed that the quantum and location of cycle parking for the commercial uses was deemed appropriate.

Summary

- 5.59 This section demonstrates that the proposals make provision for safe and suitable access for vehicles, cyclists, and pedestrians, in addition to significant proposed improvements over the existing arrangements. Furthermore, appropriate provision would be made for parking and servicing in accordance with relevant standards and guidance.
- 5.60 Residential car parking provision is provided to the adopted 'unallocated' standards which are the most efficient in terms of operation and the least car intensive, in recognition of the high accessibility characteristics of the local area. The reasonable constraint of residential car parking provision in highly accessible areas is in keeping with national and local policy.
- 5.61 An appropriate level of car parking is proposed for the retained A3 and A5 uses which can be expected to continue to attract similar levels of car borne trips. It is not expected that the small increase in front of house GIA proposed would have a material impact on demand over and above the existing patronage of the two restaurants and, in any event, TRICS data of similar sites demonstrates that the proposed level of parking would be adequate for the predicted parking demand.
- 5.62 It is further considered that the increases in uptake and patronage of food delivery services during lockdown will have lasting impacts in terms of familiarity and acceptance of ordering food for delivery either online or through delivery apps such as 'Deliveroo' etc. Therefore, it is reasonable to expect that future demand for customer car parking will experience a decline and would be replaced by delivery vehicles which would typically serve several households per delivery. Whilst some such deliveries might be made by car, local deliveries are typically served by mopeds and pedal cycles and hence additional provision has been proposed for these modes. The expected outcome is an overall reduction in car parking demand in addition to a net reduction in overall vehicle trips.

6.0 Existing & Proposed Traffic Flows

Overview

- 6.1 This section outlines and assesses the level of trips that are currently generated by the existing site use and compares these with the Proposed Development in order to understand the potential impacts of the development proposals.
- 6.2 The existing building currently accommodates two separate commercial restaurant units (use class A3/A5) on the ground floor which provide around 94.9 square metres GIA front of house in total and with residential accommodation above.
- 6.3 The existing commercial uses are the 'Rangamati' which is a 'Hot Food Takeaway' (use class A5) with around 13.7 square metres GIA front of house (around 79.8 square metres total GEA) and the 'Dragon Inn' which is a 'Restaurant' (use class A3) with around 81.2 square metres GEA front of house (around 172.8 square metres total GEA). It is understood that the Dragon Inn also offers collection and delivery services.
- 6.4 The existing residential accommodation comprises two individual apartments providing 3 bedrooms and 4 bedrooms respectively.
- 6.5 Given the COVID-19 lockdown conditions in effect at the time of application, it has not been possible to obtain actual site trip attraction/generation data. The existing site trip generation/attraction is therefore estimated with reference to the TRICS survey database.

Potential Existing Trip Attraction/Generation

- 6.6 The TRICS database was interrogated for comparable surveys of restaurants (use class A3) in Great Britain (excluding Greater London) in Edge of Town, Suburban and Neighbourhood Centre locations. This search criteria returned 9 sites as outlined in section 5 above. The survey sites were reviewed for comparability, and 2 sites were considered suitably comparable. The TRICS output for these two sites is included at **Appendix J** as above and the trip rates and estimated trips for the existing restaurant (based on a total existing GEA of 172.8 square metres) are summarised in Table 6.1 below.

172.8sqm A3 Restaurant	08:00-09:00			17:00-18:00			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trip Rate	0	0	0	0.694	0.417	1.111	10.666	10.520	21.186
Trips	0	0	0	1	1	2	18	18	37

Table 6.1 – Estimated existing restaurant trip rates and flows based on TRICS data

- 6.7 The predicted trips in Table 6.1 demonstrate that the restaurant might currently generate/attract up to around 2 two-way trips in the evening peak hour and around 37 two-way trips daily.
- 6.8 The TRICS database was also interrogated for comparable surveys of hot food takeaways (use class A5) in Great Britain (excluding Greater London) in Edge of Town, Suburban and Neighbourhood Centre locations. This search criteria returned 4 sites (none of which in Neighbourhood Centres). These sites were also reviewed for comparability as outlined in section 5 above, and one site was considered suitably comparable. The TRICS output of this site is included at Appendix K as above and the trip rates and estimated trips for the existing takeaway (based on a total existing GEA of 79.8 square metres) are summarised in Table 6.2 below.

79.8sqm A5 Takeaway	08:00-09:00			17:00-18:00			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trip Rate	0	0	0	3.556	3.778	7.334	25.111	25.556	50.667
Trips	0	0	0	3	3	6	20	20	40

Table 6.2 – Estimated existing takeaway restaurant trip rates and flows based on TRICS data

- 6.9 The predicted trips in Table 6.2 demonstrate that the takeaway might currently generate/attract around 6 two-way trips in the evening peak hour and around 40 two-way trips daily.
- 6.10 The existing residential trip generation can also be estimated with reference to TRICS. The TRICS database was interrogated for small developments (under 20 units) of apartments privately owned in Great Britain (excluding Greater London) in comparable Urban, Edge of Town and Neighbourhood Centre locations. The search criteria returned 3 sites which were reviewed and deemed approximately comparable (none of which were in Neighbourhood Centre locations). The three sites ranged from 9 to 20 dwellings with an average ratio of 2.18 bedrooms per dwelling and an average parking ratio of 1.29 parking spaces per dwelling. Given the larger size of the existing dwellings it is acknowledged that this may represent a slight underestimate of the existing trips.
- 6.11 The full TRICS output is attached at **Appendix L** and the trip rates and estimated trips for the existing dwellings are summarised in Table 6.3 below.

2 Flats	08:00-09:00			17:00-18:00			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trip Rate	0.116	0.233	0.349	0.302	0.163	0.465	1.489	1.652	3.141
Trips	0	0	1	1	0	1	3	3	6

Table 6.3 – Estimated existing residential trip rates and flows based on TRICS data

- 6.12 The predicted trips in Table 6.3 demonstrate that the existing residential accommodation might currently generate/attract around 1 two-way trip in the peak hours and around 6 two-way trips daily.
- 6.13 Based on the above estimations, the total estimated trip attraction for the existing site is summarised in Table 6.4 below.

Existing Site	08:00-09:00			17:00-18:00			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trips	0	0	1	5	4	9	41	41	83

Table 6.4 - Estimated existing total site trips based on TRICS data

- 6.14 The predicted trips in Table 6.4 demonstrate that the existing site might currently generate/attract around 1 two-way trip in the morning peak hour, 9 two-way trips in the evening peak hour and around 83 two-way trips daily. Please note small anomalies in numbers due to rounding errors.

Future Trip Generation/Attraction

- 6.15 The proposed redevelopment can be expected to generate trips associated with the residential land uses, and the retained A3/A5 uses, and these can equally be predicted with reference to the TRICS survey database.
- 6.16 The potential trip attraction/generation of the retained commercial premises (use class A3/A5) can be predicted using the same TRICS survey data as for the existing uses. The predicted trips for the proposed A3 use and A5 use are shown below in Tables 6.5 and 6.6 respectively.

180sqm A3	08:00-09:00			17:00-18:00			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trips	0	0	0	1	1	2	19	19	38

Table 6.5 - Estimated 180sqm restaurant trips based on TRICS data

48sqm A5	08:00-09:00			17:00-18:00			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trips	0	0	0	2	2	4	12	12	24

Table 6.6 - Estimated 48sqm takeaway trips based on TRICS data

- 6.17 From Tables 6.5 and 6.6 it is estimated that the proposed new commercial premises might generate/attract combined trips of around 6 two-way trips in the evening peak hour and around 62 two-way trips daily.
- 6.18 The proposed 6 new residential apartments would be arranged as 4 no. one-bedroom units and 2 no. two-bedroom units. The potential trip generation of these residential units can also be predicted with reference to the TRICS database and the same residential trip data as attached at **Appendix L** has been used for this purpose. The average trip rates and predicted trips for the proposed 6 apartments are summarised below in Table 6.7.

6 Flats	08:00-09:00			17:00-18:00			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trip Rate	0.116	0.233	0.349	0.302	0.163	0.465	1.489	1.652	3.141
Trips	1	1	2	2	1	3	9	10	19

Table 6.7 - TRICS trip rates and predicted trips for the 6 proposed dwellings

- 6.19 The trip rates in Table 6.7 predict that the proposed redevelopment of 6 residential apartments would generate around 2 to 3 two-way trips in the peak hours and around 19 two-way trips daily.
- 6.20 Based on the above estimations, the total estimated trip attraction for the proposed site is summarised in Table 6.8 below.

Existing Site	08:00-09:00			17:00-18:00			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trips	1	1	2	5	4	9	40	41	81

Table 6.8 - Estimated proposed total site trips based on TRICS data

- 6.21 From Table 6.8, the two-way peak hour trips are predicted at between 2 and 9 movements and the daily two-way trips are predicted to reach around 81 movements.

Net Change

- 6.22 The calculated net change in development vehicle trips (i.e. the proposed development as per Table 6.8 versus the existing development as per Table 6.4) is shown below in Table 6.9.

Existing Site	08:00-09:00			17:00-18:00			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trips	+1	+1	+1	0	0	0	-1	0	-2

Table 6.9 - Net change in predicted trips resulting from the proposed redevelopment

- 6.23 From Table 6.9, it is evident that the proposed redevelopment would result in an increase of around 1 two-way trip in the morning peak hour, no change in the evening peak hour and a decrease of around 2 two-way trips daily. Please note small anomalies in numbers due to rounding errors. These predicted changes are negligible.
- 6.24 Therefore, based on the above analysis, it is evident that the proposed redevelopment would result in negligible changes in the peak hour and daily trip attraction of the Application Site and hence there would be no appreciable change in traffic flows as a result of the proposed redevelopment. This conclusion is consistent with the highway officer's comments regarding the previous application proposals.

7.0 Summary and Conclusions

- 7.1 This Transport Statement has been prepared on behalf of Mr Upinder Aujla to support a planning application for a proposed mixed-use redevelopment of 424-426 Reading Road, Winnersh.
- 7.2 The Application Site can be accessed by non-car modes of transport including walking, cycling and public transport. Walking and cycling are considered likely modes for local journeys given the highly accessible urban location, both for future residents of the site and for future staff and patrons of the retained A3/A5 uses. There are bus stops immediately adjacent to the Application Site offering frequent services between Reading and Bracknell, and there is a mainline rail station within a short and convenient walking/cycling distance offering frequent services between Reading and London Waterloo. There are numerous amenities and facilities within convenient walking distance, in addition to schools and employment opportunities. The Application Site is therefore considered highly accessible.
- 7.3 The proposed redevelopment would comprise the removal of the existing building which provides around 252.6 square metres total GEA (94.9 square metres GIA front of house) of existing A3/A5 use with two residential dwellings above and replacing with a new building to provide around 228 square metres total GEA (113 square metres GIA front of house) of new A3/A5 use with 6 residential apartments arranged as 4 one-bedroom and 2 two-bedroom units.
- 7.4 The restaurant proposals would result in a net increase of around 18.1 square metres GIA of restaurant/takeaway front of house, whilst the total GEA of the two restaurant units would reduce by around 24.6 square metres. The residential proposals would result in a net increase of 4 residential apartments, whilst the total number of bedrooms would increase by 1.
- 7.5 A total of 17 car parking spaces would be provided to serve the Proposed Development. The proposed 6 residential parking spaces conform to Wokingham Borough Council's adopted residential car parking guidance. The proposed 11 car parking spaces for the commercial uses are considered adequate to meet the anticipated demand for car parking based on the existing level of provision and a comprehensive TRICS analysis of car parking provision and demand at comparable sites. The proposals also include comprehensive PTW, EVC, BB and cycle parking provision which either meet or exceed applicable standards.
- 7.6 The existing access point onto Reading Road would be retained and the internal parking layout would be improved such that all cars are able to turn on site and leave in a forward gear. The revised layout would not encroach on the adopted public highway. A new 4.1m wide shared surface access would be provided into the rear parking area allowing for two-way car movements. This represents a significant improvement over the existing layout.
- 7.7 Suitable provision is made for refuse collection, servicing and emergency vehicles which is in keeping with the applicable guidance and again represents an improvement over the existing situation.
- 7.8 The proposed redevelopment would result in negligible changes in vehicle trips throughout the day and at peak times when compared with the estimated existing trip attraction/generation of the existing uses on site.
- 7.9 In conclusion, the proposed redevelopment would not result in any severe cumulative impacts and hence the presumption in favour of sustainable development expressed in the NPPF should apply.

Appendix A

Wokingham Borough Council Correspondence

Date: 12 January 2021
Application: 203604



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 203604

Applicant: Mr Singh

Site Address: 424-426, Reading Road, Winnersh, RG41 5EP

Parish: Winnersh

Grid Reference: Easting - , Northing -

Type of Development: Minor Dwellings (1-9)

Proposal: Full application for the erection of three storey building including 6No flats and 2No takeaway/restaurants to the ground floor with associated parking following demolition of existing takeaway restaurant and 2No flats.

Please find attached a consultation from the Development Management team for the above site. The documents associated with this are available to view in Information at Work. Below is a recommended consultation response template. We would be grateful if you could utilise this template for responses where appropriate. Once complete, please index this response into Information at Work against the application 203604. If working outside of WBC i.e. **Environmental Health** then email your response to planning.enquiries@wokingham.gov.uk.

If you are recommending conditions please note that recommended conditions should also include reasons and relevant policies stating why the condition is required. 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.

Yours sincerely,
Development Management

M E M O R A N D U M

From:	Gordon Adam Development Control		
Service	WBC Highways	App No:	203604
Address:	424-426, Reading Road, Winnersh, RG41 5EP.		
Type of Development:	Minor Dwellings (1-9)		
Proposal:	Full application for the erection of three storey building including 6No flats and 2No takeaway/restaurants to the ground floor with associated parking following demolition of existing takeaway restaurant and 2No flats.		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☒ Recommend approval but with condition(s) & reason(s) **stated below**;
- ☐ Recommend approval with no conditions
- ☐ Recommend refusal for the reason(s) **stated below**;
- ☐ Request further information before determination as **stated below**.

Comments On Proposal

1. It is unlikely that traffic from this proposed development would have an adverse impact on the highway network.
2. It is proposed that there will be 6 unallocated parking spaces for the 8 flats. This is in line with Borough Standards. These would clearly need to be marked as for the residential units.
3. In the planning statement it states that there will be 6 spaces for residential, 1 unallocated spaces and 10 for the commercial use. However the transport statement states that there will be 11 for the commercial uses. This needs clarification.
4. For the restaurant and the takeaway, to be in line with Borough Standards the level of parking would need to be 19 for the restaurant and 6 for the takeaway. It is proposed that there will only be 11 spaces. This is a shortfall of 14 spaces which is not acceptable. However, this proposed building would be part of a parade of businesses with a communal parking area off highway which is not controlled. Highways is off the view that with the proposed parking for this business, its hours of operation and the parking available in the forecourt there would be ample parking for this proposed development.
5. Each space is proposed to be 5m x 2.5m which is welcome.
6. It is proposed that there will be two disabled bays for the restaurant and takeaway, this is acceptable.
7. It is proposed that EVC charging points will be provided for the residential parking and for the restaurant and takeaway to standard which is welcome.
8. There is no mention on how the parking spaces for the different uses will be

managed and only be made available for the respective uses. This can be set out in a car parking management plan which has been secured by condition

9. It is proposed that space for 2 motor cycles will be provided to the rear of the site, this is welcome. The location of the parking for the motorbikes is at the rear of the site and would not be large enough for 2 motorcycles to be able to park and leave. Highways is concerned that the location of these spaces may encourage inconsiderate parking of motorcycles on the site and would recommend an alternative location is sought. This is a minor point and highways is content to secure details of this through a planning condition.
10. It is proposed that there will be secured and sheltered cycle parking for 8 cycles for the flats, this is welcomed. The size of the cycle store appears to be smaller than is required and highways is concerned with the proposed access as it appears to be tight. This will need to be looked at. Highways would also recommend a visitor's cycle space be provided for the flats. Whilst the number of spaces is acceptable. Highways is content for the details of the cycle parking to be secured by planning condition.
11. It is proposed to provide 4 cycle spaces for the restaurant and takeaway which exceeds standards. This is welcome. These will be located at the front of the building which is welcome.
12. Swept paths have been provided for a refuse vehicle and a delivery lorry, which is welcome. For the refuse lorry to enter the site safely it requires to enter the site for 422 Reading Road as there is no boundary between them. However no evidence on how the refuse lorry entered the site by 414 Reading Road has been provided. Highways would assume that the refuse would be collected in the same manner as existing.
13. The swept paths for a delivery lorry has been submitted however, it shows the rear of the vehicle hanging over the pavement, this is not acceptable and highways would have expected that this vehicle would access the site same as the refuse lorry.
14. Due to its location, highways would have expected a framework demolition and construction method statements to have been submitted. Highways is content for these to be secured by planning condition.

Conditions & Reasons (if required)

CF5 – Parking and Turning to be approved

CF9 – Cycle Parking to be approved

CH8 – Demolition and Construction Method Statements

Electric Vehicle Charging

Prior to commencement of development, details for Electric Vehicle Charging points serving the development shall be submitted to and approved in writing by the Local Planning Authority. The Electric Vehicle Charging points shall be implemented in accordance with such details as may be approved before occupation of the development hereby permitted, and shall be permanently retained in the approved form for the charging of electric vehicles and used for no other purpose.

Reason: In order to ensure that secure electric vehicle charging facilities are provided so as to encourage the use of sustainable modes of travel. Relevant

policy: Core Strategy policies CP1, CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

Parking Management Strategy

Prior to the first occupation of the development, a Parking Management Strategy for the management of the parking arrangements shall be submitted to and approved in writing by the local planning authority. The submitted Parking Management Strategy shall include details of the management of all parking spaces (residential and business) and the monitoring and the delivery of additional electric vehicle charging spaces when required.

Reason:

To ensure satisfactory development in the interests of amenity and highway safety in accordance with Wokingham Borough Core Strategy Policies CP1, CP6, CP13 and CP21 and MDDL policies CC07 and TB20.

Date:	22 nd Feb 2019	Signed:	Gordon Adam
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Appendix B

Motion Highways Technical Note

R02 Technical Note - Response to Highways

Site: 424-426 Reading Road
Prepared by: RAA
Approved by: RAA
Date: 23/02/2021

motion
84 North Street
Guildford
GU1 4AU
Tel: 01483 531300
www.motion.co.uk

1.0 Introduction

- 1.1 A Transport Statement was prepared on behalf of Mr Upinder Aujla to support a planning application for a proposed mixed-use redevelopment of 424-426 Reading Road, Winnersh (the Application Site) which was submitted in December 2020.
- 1.2 Wokingham Borough Council (WBC) as Highway Authority subsequently responded to the submission with several comments and with requests for further information on a number of points. This Technical Note addresses each of the comments/queries raised by WBC in turn. For ease of reference, the WBC highway comments are included at **Appendix A** and the below response should be read in conjunction with these original comments.

2.0 Response to Highway Comments

Point 1

- 2.1 WBC acknowledge that *"It is unlikely that traffic from this proposed development would have an adverse impact on the highway network"*. Agreed.

Point 2

- 2.2 WBC acknowledge that the proposed 6 unallocated parking bays for the 6 residential apartments conform to the adopted standard. Agreed.
- 2.3 It is also agreed that appropriate demarcation of residential parking bays would be required, and this is expected to take the form of suitable signage and/or surface markings which are typical solutions for small private car parks such as that proposed. This could be secured by a suitably worded planning condition.

Point 3

- 2.4 For clarity, 11 parking spaces are proposed for the commercial uses. These would comprise 5 bays to the front and 6 bays to the rear as indicated on the proposed site layout plan included within the application submission.

Point 4

- 2.5 It was determined within the submitted Transport Statement that the existing parking volume on site equates to 20 spaces (although only around 18 of these are provided to appropriate standards) and that at the time of the site visit, 8 of these were occupied by residents (the commercial uses were closed at that time). This suggests that typically there would be around 12 spaces available for the commercial uses on site. Therefore, it should be acknowledged that the existing level of provision does not currently comply with the adopted parking standards and is similar to that proposed.
- 2.6 It was also demonstrated that the other 4 commercial uses in this short parade of shops share a total of 7 parking spaces for customers and hence these do not currently comply with the adopted parking standards either. The conditions for the approved application F/2001/5354 acknowledge that the servicing arrangement for that development would be shared with the neighbouring uses (The chip-shop/Takeaway and Dry-Cleaners). The approved layout for that application is attached at **Appendix B** for ease of reference.

- 2.7 By comparison, the Application Site offers a significantly higher volume of commercial parking when compared to the other permitted uses in the immediate local area. In any event, it is expected that this existing situation works in practice due to the highly accessible location within a densely populated residential area resulting in lower volumes of parking demand when compared with the wider borough area.
- 2.8 The proposals are to replace the existing two commercial units with new commercial premises of similar use and scale with a small increase in front of house of around 18m² GIA overall and with provision of 11 parking spaces, a relative reduction of a single parking space when compared with the existing situation of 12 spaces. However, as explained within the submitted Transport Statement, the existing parking bays were not to the required standard dimensions and hence the now proposed commercial provision represents a notional increase in parking to the requisite standard dimensions. It is not expected that the small increase in front of house proposed could reasonably result in significant increases in commercial parking demand at the Application Site.
- 2.9 Notwithstanding the fact that the proposed commercial uses and respective commercial parking provision are approximately similar to the existing situation on site, a detailed analysis of parking demand at similar sites based on TRICS survey data was presented within the submitted Transport Statement and which indicated that the two proposed units combined might generate peak parking demand levels of between 4 and 7 vehicles, based on observed parking volumes at similar sites. This predicted demand supports both the existing and proposed levels of car parking provision for the commercial uses and explains how this parade of shops has managed to operate historically with the existing volume of car parking provision. The proposed volume of car parking comfortably exceeds the predicted peak demand.

Point 5

- 2.10 The submitted TRICS assessment included comprehensive details of the selection criteria used for comparable TRICS survey sites (of both commercial land use types) and a detailed account of how the sites were selected or deselected as appropriate, which included consideration of each individual site in terms of location and character, in addition to the usual numerical parameters. In both cases a table was presented which detailed the TRICS survey sites considered, including site reference numbers, parking numbers, GFA etc. The full TRICS data used was included as appendices to the submitted Transport Statement, including the individual parking accumulations.
- 2.11 Therefore, the TRICS assessment was entirely transparent, entirely traceable, and was conducted in accordance with TRICS best practice guidance. WBC have not indicated which sites, if any, were not considered appropriate for comparison or assessment purposes.
- 2.12 The key consideration when determining an appropriate volume of car parking provision would be the predicted peak parking demand, and this has been calculated from parking accumulations of comparable restaurant and takeaway sites in similar locations. The results suggest that the proposed parking volume would be sufficient for the proposed development and would not result in overspill parking issues. It is therefore not clear what purpose an assessment of parking duration would serve, or what additional insight it might provide.

Point 6

- 2.13 It was acknowledged that the proposed parking spaces would be to the appropriate standard dimensions. Agreed.

Point 7

- 2.14 It was acknowledged that the proposed 2 disabled parking bays for the commercial uses would be acceptable. Agreed.

Point 8

- 2.15 It was acknowledged that EVC provision for both the residential and commercial uses is proposed to the appropriate standards. Agreed.

Point 9

- 2.16 As mentioned in Point 2, the residential parking bays would be clearly demarcated using appropriate signage and/or surface marking. Similarly, appropriate signage would indicate which parking bays are for the use of commercial customers. This is typical of small private car parks. This could be secured by a suitably worded planning condition.

Point 10

- 2.17 The required standard for powered two-wheeler parking provision for the Application Site would be a single PTW space and this has been provided. The comments within the submitted Transport Statement indicate that the space provided allows for 'at least one PTW'.
- 2.18 It is acknowledged that the space available exceeds the standard dimensions of 2.0m by 0.8m and this presents the opportunity for more than 1 PTW to be parked, dependent on the size of the vehicles used. Given the wide variances in the sizes of PTWs it is expected that a space to the standard dimensions could equally attract inconsiderate parking of smaller PTWs, and smaller mopeds are considered the likely mode for food deliveries. Therefore, it was expected that a larger PTW parking area would be considered a benefit over and above the required standard.
- 2.19 If preferred, the space can be marked out to the standard size of a single PTW space and the remaining area hatched to mitigate against the potential for inconsiderate parking.

Point 11

- 2.20 The proposed residential cycle parking provision volume is 8 long-term storage spaces for the proposed 6 apartments which is in accordance with the adopted standards. It is expected that this comprehensive level of storage would result in some spaces remaining available for visitor use and this is supported by the average cycle ownership levels for apartments as cited within the WBC Parking Standards Study document.
- 2.21 It is acknowledged that the WBC Parking Standards Study document suggests minimum dimensions for a cycle store accommodating 8 cycles (4 Sheffield Hoops) would be at least 2m deep and 3.8m wide. The proposed cycle store has been revised to provide internal dimensions of 2.2m x 4.0m which exceeds the suggested minimum dimensions for increased user convenience. The orientation and method of access to the store has also been revised to provide direct access from the shared surface with a 2m margin. The revised cycle store layout is illustrated at **Appendix C**.

Point 12

- 2.22 It is acknowledged that the quantum and location of cycle parking for the commercial uses is appropriate. Agreed.

Point 13

- 2.23 The configuration of the access arrangements for the adjacent buildings was outlined in paragraph 3.9 of the submitted Transport Statement. The 4 commercial units operate a one-way system with vehicles entering at the south-eastern extent of the parade (as per the red arrow in Figure 2.1 below) and residential refuse is expected to be collected from within this one-way area, as indicated by the residential wheelie bin circled below. This layout is also illustrated at Appendix B for clarity. Therefore, refuse vehicles can be expected to arrive at the Application Site from within this one-way area.



Figure 2.1 – Neighbouring Access Arrangement (Google Streetview)

Point 14

- 2.24 The delivery vehicle swept path analysis drawing as attached at Appendix E of the submitted Transport Statement clearly shows the delivery vehicle parked fully within the site curtilage. The originally submitted drawing is re-attached hereto at **Appendix D** for ease of reference. It should be noted that vehicle tracking software automatically shows the vehicle outline at intervals along the swept path for reference, however the parked position of the vehicle is shown in a thin purple outline which is parallel to the carriageway and located entirely within the red line boundary of the Application Site.
- 2.25 It should also be noted that the red line in this drawing indicates the edge of highway land (as indicated within the previously submitted highway boundary information) and not the back of the footway. The back of the footway is approximately 1.8m from this boundary line and hence the parked delivery vehicle would be more than 1.8m from the back of footway whilst parked. It is therefore expected that this is acceptable.

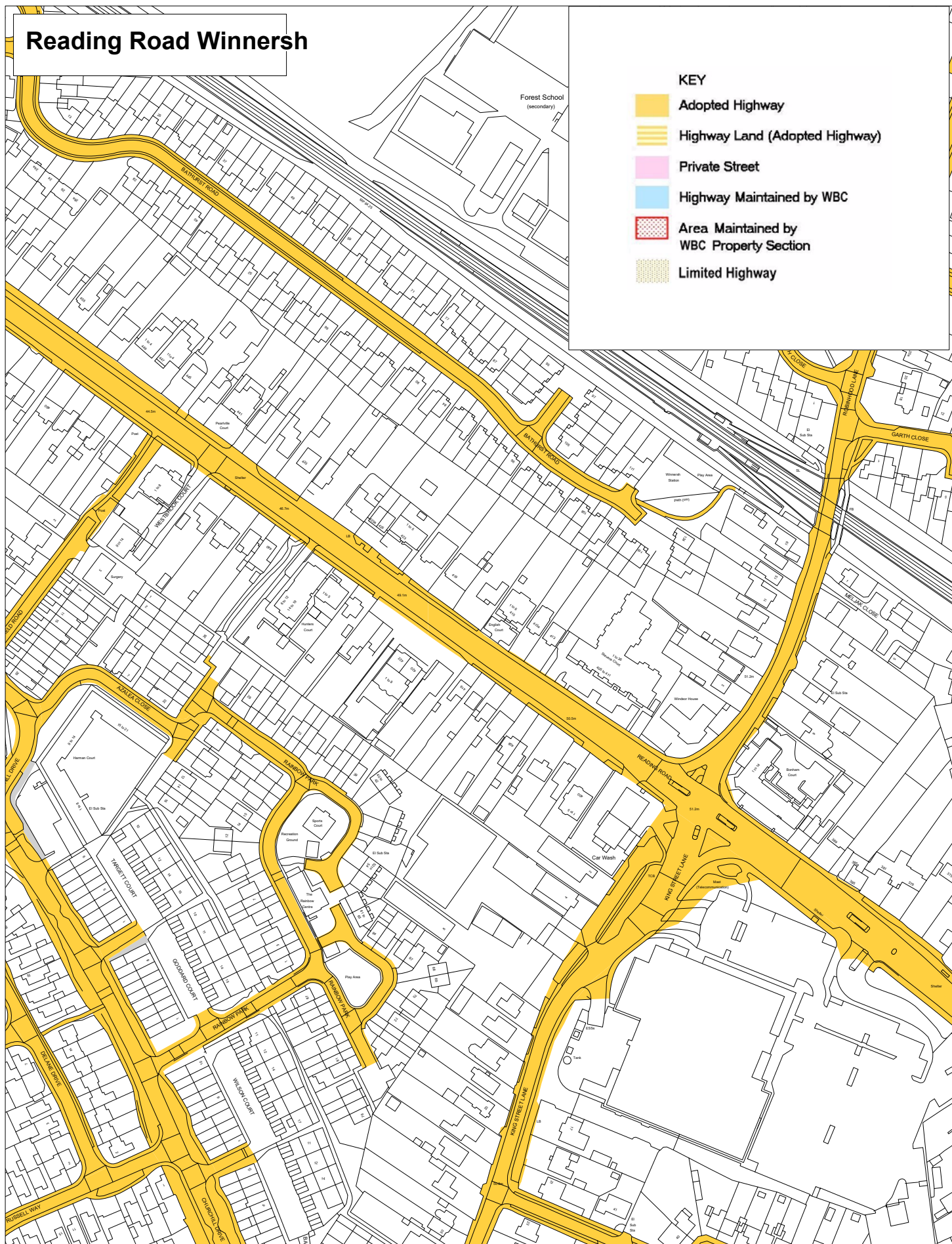
Point 15

- 2.26 It has been suggested that a Framework Construction Method Statement should be provided given the location of the Application Site. It is expected that such a document would require input from an appointed construction contractor and hence would typically follow a successful planning application. This could be secured by a suitably worded planning condition.

Appendix C

Highway Boundary Information

Reading Road Winners



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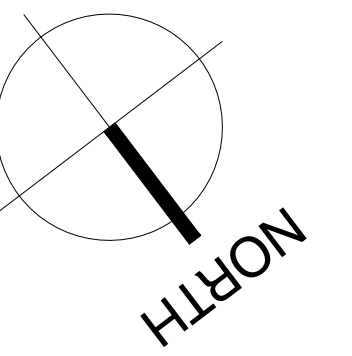


27.11.20

1:2500

Appendix D

Site Layout Plan



KEY

PROPOSED TREES

EXISTING TREES TO BE RETAINED

TREES TO BE REMOVED

PROPOSED INDICATIVE PLANTING

EXISTING PLANTING

+00.00EXISTING SPOT SITE LEVELS

+00.00PROPOSED SPOT SITE LEVELS

FFL 00.00PROPOSED HOUSE FINISHED FLOOR LEVELS (SUBJECT TO CONFIRMATION AT WORKING DRAWINGS STAGE)

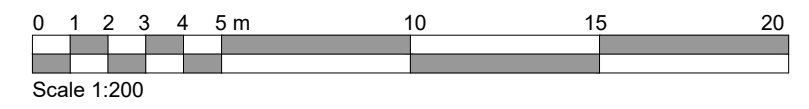
DASHED LINE INDICATES BUILDING TO BE DEMOLISHED

BANK

ASECTIONLINE



READING ROAD



Rev.	Date	Detail
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Status
PLANNING ISSUE

ASCOT DESIGN
Timeless architecture

Ascot Design Ltd, Berkshire House 39-51 High Street, Ascot, Berkshire, SL5 7HY
Tel: 01344 299330 Fax: 01344 299331 Email: info@ascotdesign.com
www.ascotdesign.com

Client
MR U AUJLA

Project Title
**426 READING ROAD, WINNERSH
WOKINGHAM, RG41 5GP**

DRAWING Title
PROPOSED SITE LAYOUT

Scale.	1:200 @ A1	Date	DEC '20	Drawn	S.F
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DRAWING No.	20 - J3330 - 101	Rev.	
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Appendix E

WBC Veolia Refuse Vehicle Dimension Sheets

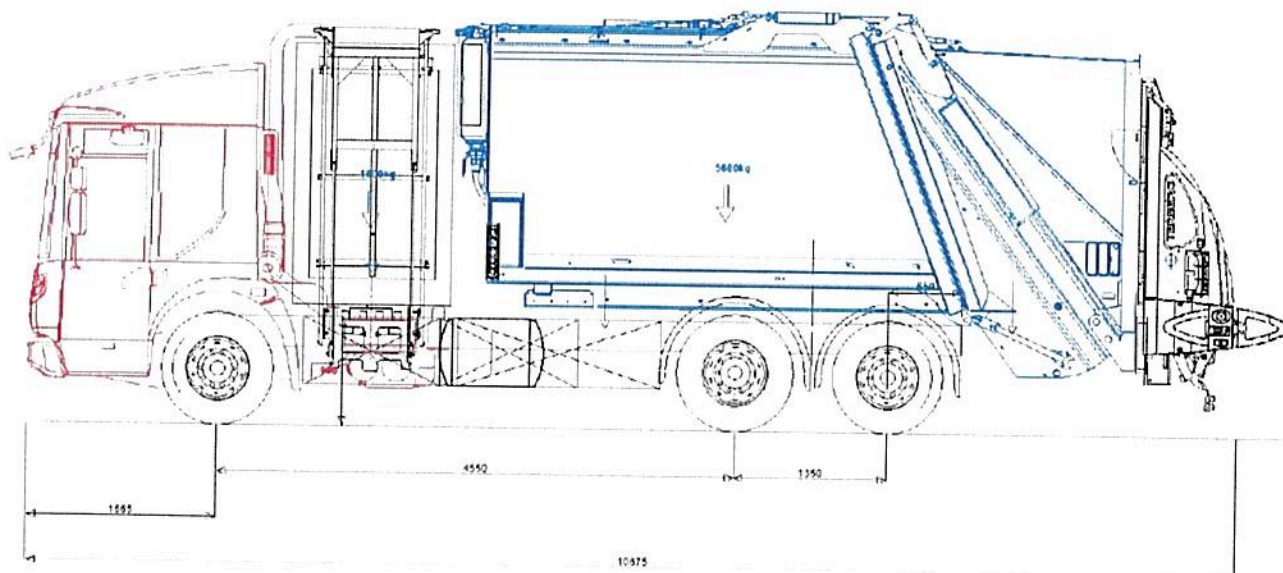
Ref: Vehicle Spec 26T Narrow 6x2 RS Muni Duo Compact Pod **Issue: 1**
 Created: 03-09-18
 Prepared by: Andrew Hope



Vehicle Specification Document

Chassis: Dennis Elite6 Rear Steer
Body: Dennis Olympus OLTP16
Pod: Terberg TD4 Compact Standard Width TL360 Lift
Bin Lift: Terberg OmniDEL Triple Electric

Prepared for:
Document Revision: 1 (date)



Municipal Specification. Food Collection in Pod.
Potential Payload: 7000kg.

Vehicle Details

GVW	26,000kg
Wheelbase	5900mm
Turning Circle	19.8m (Wall to Wall)
Engine	Volvo D8K 280bhp
Gearbox	Allison MD3000 6 Speed Automatic
Fuel Tank	280 litre
Body Effective Volume	65/35 Split Body: 5.7 + 10.6m ³
Hopper Volume	65/35 Split Tailgate: 0.62m ³ + 1.24m ³ Sweep Volumes
Pod Volume	3.3m ³
Front Axle Plated Weight	8000kg
Rear Bogie Plated Weight	19000kg

Dimensions

Overall Length	10675mm (Including Binlift)
Overall Width	2550mm
Overall Height	3650mm (6100 with Tailgate raised)
Front Overhang	1665mm
Rear Overhang	3167mm (Including Binlift)
Pod Tipping Height	1800mm recycling pod discharge height. 4575 max height when tipping pod

Suspension

Front Axle	Full Air
Axle 2	Full Air
Axle 3	Full Air

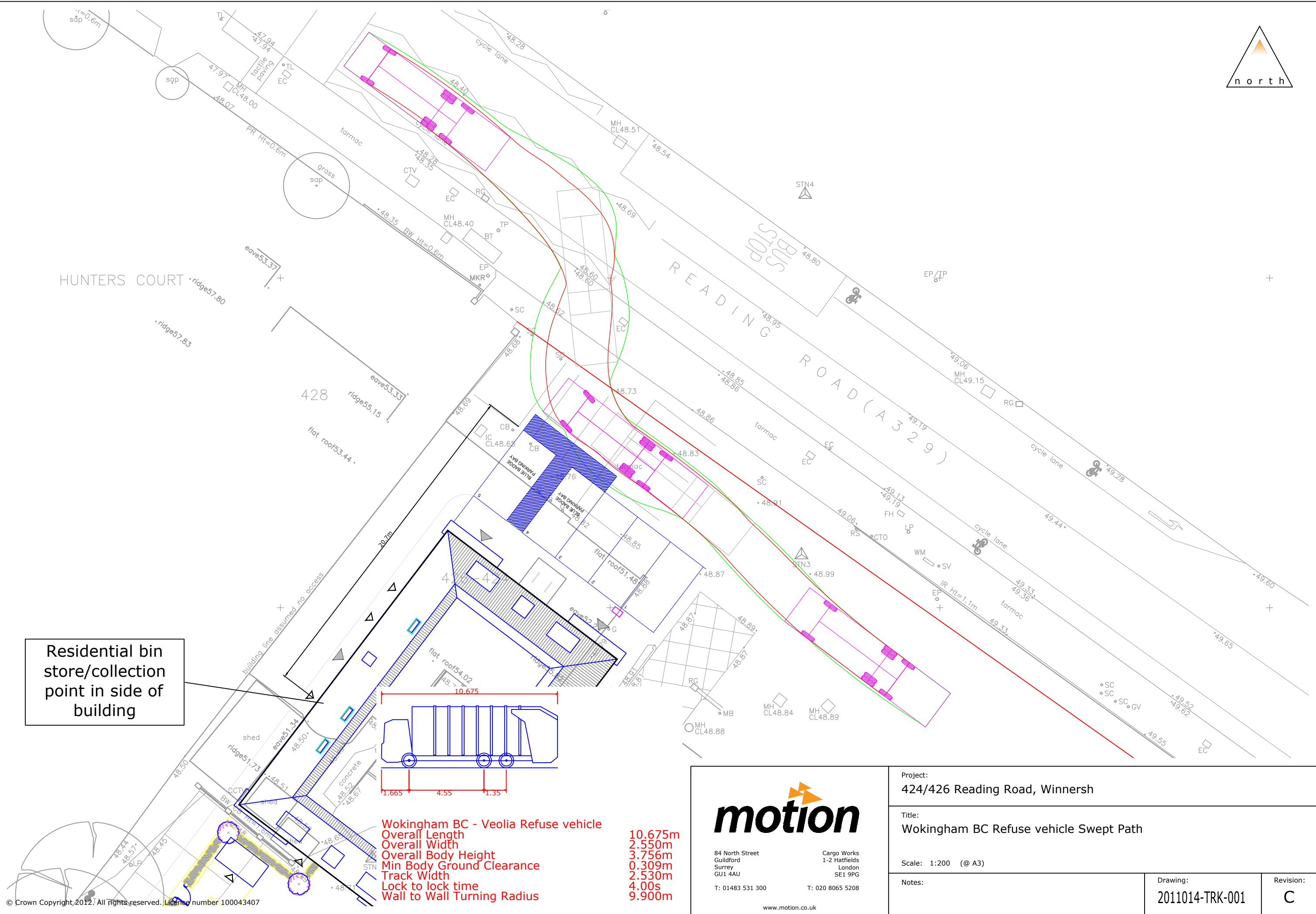
Tyres

Front Axle	315/80R22.5	HSC1 Tread Pattern
Axle 2	295/80R22.5	
Axle 3	315/80R22.5	
Manufacturer	Continental	

Appendix F

Refuse Vehicle Swept Path

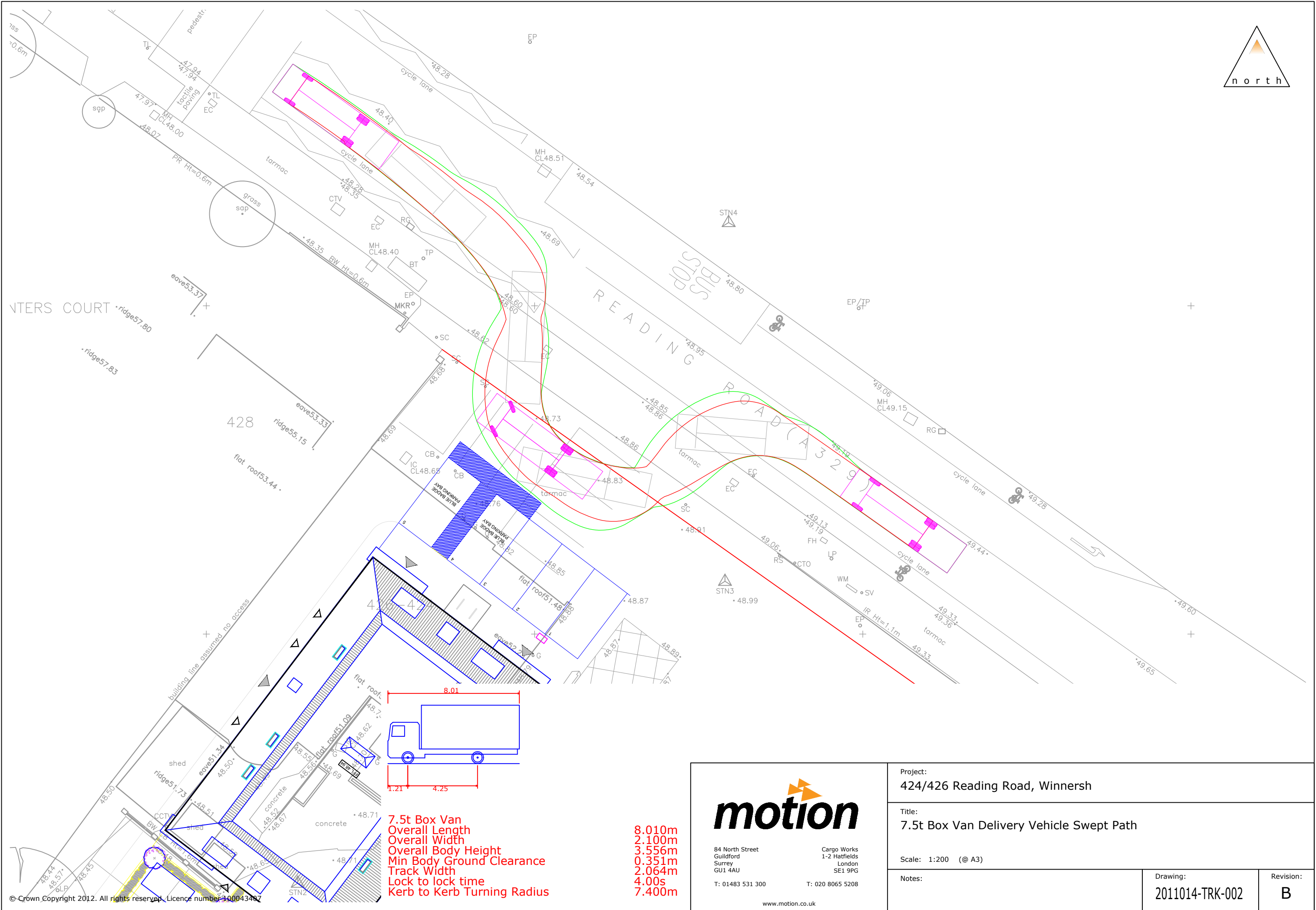
\\192.168.1.6\\Live\\Projects\\etread 2011014-001 Rev D.dwg



Appendix G

Box Van Swept Path

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Appendix H

Large Car Swept Paths

Appendix I

WBC Car Parking Demand Calculator



PARKING DEMAND CALCULATION SHEET

Search your development location area by postcode

rg415ep

enter postcode with no spaces (e.g. RG40 1BN as RG401BN) and click on "find postcode"

Find Postcode

Select your development location
from a map

Access Map

click "access map" and
click on where your
development is located

Development location

Urban

Reset Sheet

Total number of properties	6
Total allocated spaces	0
Total unallocated spaces	6

Development composition

[illegible]

Appendix J

Restaurant (A3) TRICS Data

Calculation Reference: AUDIT-734001-201204-1220

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

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:	Gross floor area
Actual Range:	350 to 370 (units: sqm)
Range Selected by User:	75 to 2400 (units: sqm)

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/12 to 25/09/19
-------------	----------------------

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:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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:

Neighbourhood Centre (PPS6 Local Centre)	2
--	---

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:

Residential Zone	1
High Street	1

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.

Secondary Filtering selection:

Use Class:

A3	2 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000

2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- | | | |
|---|--|---|
| 1 | DS-06-B-03
THORNHILL ROAD
DERBY
LITTLEOVER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 350 sqm
Survey date: THURSDAY 12/07/18 | BRITISH RESTAURANT

DERBYSHIRE

Survey Type: MANUAL |
| 2 | WM-06-B-07
AUDNAM
STOURBRIDGE
AUDNAM
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 370 sqm
Survey date: TUESDAY 28/11/17 | INDIAN RESTAURANT

WEST MIDLANDS

Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CF-06-B-02	Chain - Retail Park location
DS-06-B-02	Chain - Retail Park location
HC-06-B-01	Chain - Retail Park location
RF-06-B-01	Leisure Park location
ST-06-B-01	No Car Parking
WM-06-B-06	No Car Parking
WS-06-B-02	Semi-rural village location just off A27

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	350	0.857	1	350	0.857	1	350	1.714
11:00 - 12:00	1	350	0.857	1	350	0.286	1	350	1.143
12:00 - 13:00	1	350	0.571	1	350	1.143	1	350	1.714
13:00 - 14:00	1	350	1.143	1	350	0.571	1	350	1.714
14:00 - 15:00	1	350	0.571	1	350	0.857	1	350	1.428
15:00 - 16:00	2	360	0.417	2	360	0.278	2	360	0.695
16:00 - 17:00	2	360	0.417	2	360	0.139	2	360	0.556
17:00 - 18:00	2	360	0.694	2	360	0.417	2	360	1.111
18:00 - 19:00	2	360	1.528	2	360	0.556	2	360	2.084
19:00 - 20:00	2	360	0.972	2	360	0.833	2	360	1.805
20:00 - 21:00	2	360	0.694	2	360	1.250	2	360	1.944
21:00 - 22:00	2	360	1.806	2	360	0.972	2	360	2.778
22:00 - 23:00	2	360	0.139	2	360	0.694	2	360	0.833
23:00 - 24:00	2	360	0.000	2	360	1.667	2	360	1.667
Total Rates:			10.666			10.520			21.186

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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Parameter summary

Trip rate parameter range selected:	350 - 370 (units: sqm)
Survey date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Site reference: DS-06-B-03 Survey date: 12/07/18 Day of week: Thursday

Survey type: Manual Count
 AM weather: Hot and Cloudy
 PM weather: Hot and Cloudy

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 40% (25 On-Site Spaces)

Data proportions in %

Motor cars	87	Motor cycles	0	Public service	0
Light goods	9	OGV (1)	0	OGV (2)	0
				Taxis	4

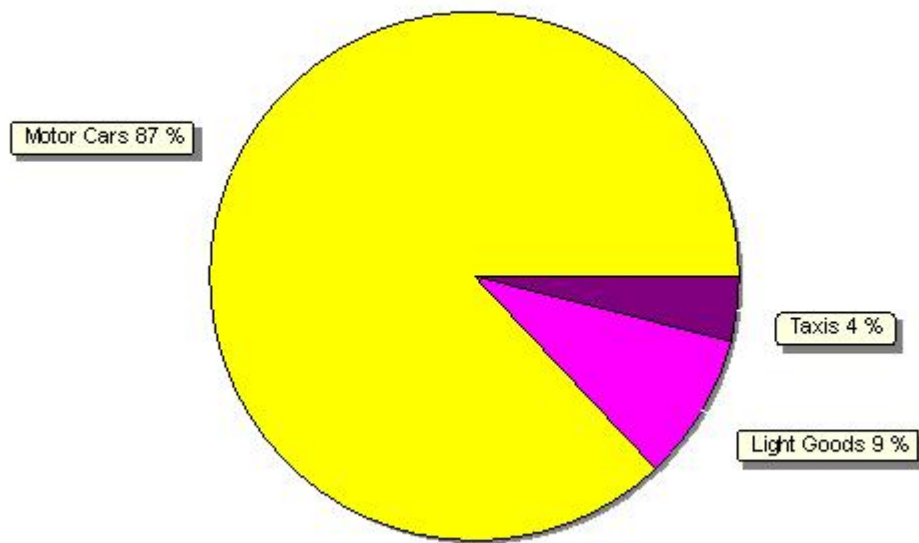
Servicing Vehicles count recorded No

Time	Arr 47	Dep 47	Totals 94	Parking Accum
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				
08:00-09:00				
09:00-10:00				
10:00-11:00	3	3	6	0
11:00-12:00	3	1	4	2
12:00-13:00	2	4	6	0
13:00-14:00	4	2	6	2
14:00-15:00	2	3	5	1
15:00-16:00	3	2	5	2
16:00-17:00	0	1	1	1
17:00-18:00	4	3	7	2
18:00-19:00	7	2	9	7
19:00-20:00	7	5	12	9
20:00-21:00	3	6	9	6
21:00-22:00	8	4	12	10
22:00-23:00	1	5	6	6
23:00-24:00	0	6	6	0

Comments

No OGV's, PSV's or motorcycles visited the site during this survey.

Vehicle Percentages for DS-06-B-03 Surveyed: 12/07/18 Thursday



Site reference: WM-06-B-07 Survey date: 28/11/17 Day of week: Tuesday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Cold and Cloudy
 PM weather: Cold and Cloudy

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 26% (23 On-Site Spaces)

Data proportions in %

Motor cars	86	Motor cycles	0	Public service	7
Light goods	7	OGV (1)	0	OGV (2)	0
				Taxis	0

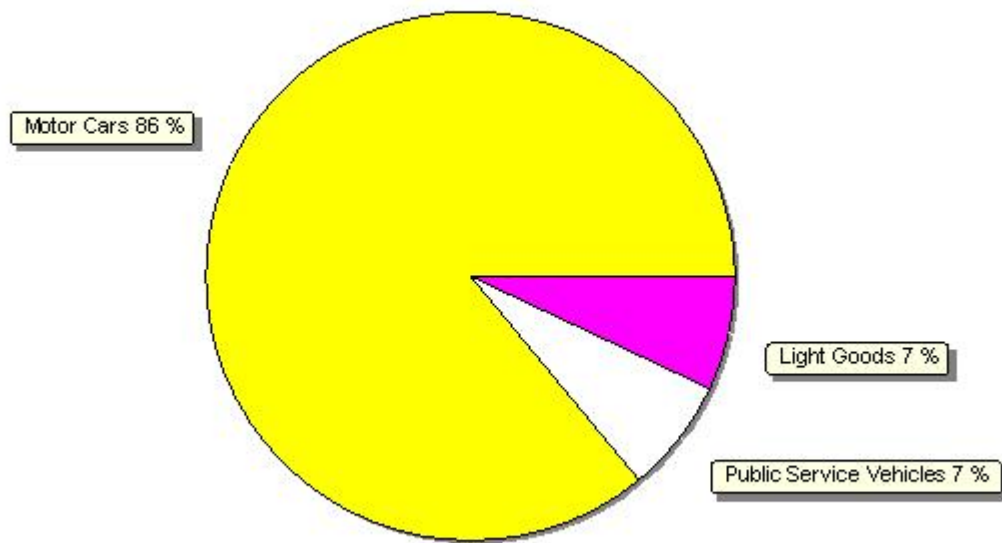
Servicing Vehicles count recorded Yes

Time	Arr 15	Dep 15	Totals 30	Parking Accum
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				
08:00-09:00				
09:00-10:00				
10:00-11:00				
11:00-12:00				
12:00-13:00				
13:00-14:00				
14:00-15:00				
15:00-16:00	0	0	0	0
16:00-17:00	3	0	3	3
17:00-18:00	1	0	1	4
18:00-19:00	4	2	6	6
19:00-20:00	0	1	1	5
20:00-21:00	2	3	5	4
21:00-22:00	5	3	8	6
22:00-23:00	0	0	0	6
23:00-24:00	0	6	6	0

Comments

No taxis, motorcycles, OGVs, pedal cycles or servicing vehicles visited the site during this survey.

Vehicle Percentages for WM-06-B-07 Surveyed: 28/11/17 Tuesday



Appendix K

Hot Food Takeaway (A5) TRICS Data

Motion High Street Guildford

Licence No: 734001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
 TOTAL VEHICLES

Selected regions and areas:

08 NORTH WEST
 LC LANCASHIRE 1 days

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

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: Gross floor area
 Actual Range: 450 to 450 (units: sqm)
 Range Selected by User: 30 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/07/18

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:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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:

Suburban Area (PPS6 Out of Centre) 1

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:

Residential Zone 1

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.

Secondary Filtering selection:

Use Class:

A5 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Travel Plan:

No 1 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*PTAL Rating:

No PTAL Present 1 days

This data displays the number of selected surveys with PTAL Ratings.

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1 LC-06-G-01 FISH & CHIPS LANCASHIRE
 BLACKPOOL ROAD
 PRESTON
 ASHTON ON RIBBLE
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total Gross floor area: 450 sqm
 Survey date: SATURDAY 18/11/17 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ST-06-G-01	No dedicated parking
TW-06-G-01	Appears to operate out of an industrial unit with employee parking only
TW-06-G-02	Car park is shared with two adjacent businesses

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	450	1.556	1	450	1.333	1	450	2.889
12:00 - 13:00	1	450	4.000	1	450	3.111	1	450	7.111
13:00 - 14:00	1	450	3.333	1	450	4.444	1	450	7.777
14:00 - 15:00	1	450	1.778	1	450	2.000	1	450	3.778
15:00 - 16:00	1	450	0.889	1	450	0.889	1	450	1.778
16:00 - 17:00	1	450	2.444	1	450	1.556	1	450	4.000
17:00 - 18:00	1	450	3.556	1	450	3.778	1	450	7.334
18:00 - 19:00	1	450	3.111	1	450	3.556	1	450	6.667
19:00 - 20:00	1	450	1.556	1	450	2.000	1	450	3.556
20:00 - 21:00	1	450	2.444	1	450	2.222	1	450	4.666
21:00 - 22:00	1	450	0.000	1	450	0.000	1	450	0.000
22:00 - 23:00	1	450	0.444	1	450	0.667	1	450	1.111
23:00 - 24:00	1	450	0.000	1	450	0.000	1	450	0.000
Total Rates:			25.111			25.556			50.667

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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Parameter summary

Trip rate parameter range selected:	450 - 450 (units: sqm)
Survey date range:	01/01/12 - 12/07/18
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Site reference: LC-06-G-01 Survey date: 18/11/17 Day of week: Saturday

Survey type: Manual Count
 AM weather: Cold and Cloudy
 PM weather: Cold and Light Rain

Initial car park occupancy: 2 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 64% (11 On-Site Spaces)

Data proportions in %

Motor cars	95	Motor cycles	0	Public service	0
Light goods	3	OGV (1)	0	OGV (2)	0
				Taxis	2

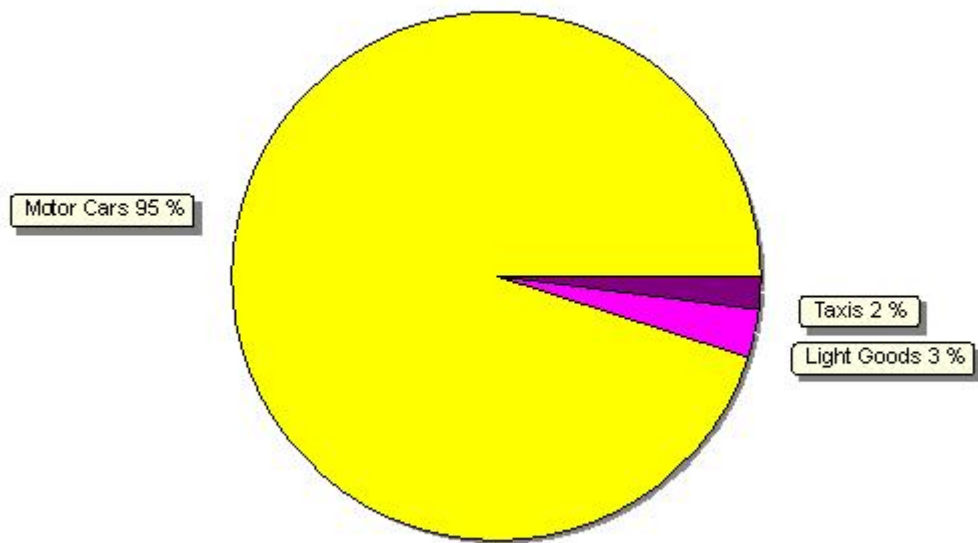
Servicing Vehicles count recorded No

Time	Arr 113	Dep 115	Totals 228	Parking Accum
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				
08:00-09:00				
09:00-10:00				
10:00-11:00				
11:00-12:00	7	6	13	3
12:00-13:00	18	14	32	7
13:00-14:00	15	20	35	2
14:00-15:00	8	9	17	1
15:00-16:00	4	4	8	1
16:00-17:00	11	7	18	5
17:00-18:00	16	17	33	4
18:00-19:00	14	16	30	2
19:00-20:00	7	9	16	0
20:00-21:00	11	10	21	1
21:00-22:00	0	0	0	1
22:00-23:00	2	3	5	0
23:00-24:00	0	0	0	0

Comments

No OGVs, PSVs or motorcycles visited the site during this survey.

Vehicle Percentages for LC-06-G-01 Surveyed: 18/11/17 Saturday



Appendix L

Privately Owned Flats (C3) TRICS Data

Calculation Reference: AUDIT-734001-201207-1250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

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: No of Dwellings
 Actual Range: 9 to 20 (units:)
 Range Selected by User: 6 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/18

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:

Tuesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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
Residential Zone	2

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.

Motion High Street Guildford

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Secondary Filtering selection:

Use Class:

C3

3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000

2 days

20,001 to 25,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000

2 days

500,001 or More

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

3 days

This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
2	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF		
	LIVERPOOL		
	QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
3	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
	465 PRIORY ROAD		
	HULL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	13/05/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	3	14	0.093	3	14	0.209	3	14	0.302
08:00 - 09:00	3	14	0.116	3	14	0.233	3	14	0.349
09:00 - 10:00	3	14	0.186	3	14	0.233	3	14	0.419
10:00 - 11:00	3	14	0.023	3	14	0.047	3	14	0.070
11:00 - 12:00	3	14	0.070	3	14	0.047	3	14	0.117
12:00 - 13:00	3	14	0.070	3	14	0.093	3	14	0.163
13:00 - 14:00	3	14	0.140	3	14	0.093	3	14	0.233
14:00 - 15:00	3	14	0.093	3	14	0.093	3	14	0.186
15:00 - 16:00	3	14	0.163	3	14	0.116	3	14	0.279
16:00 - 17:00	3	14	0.140	3	14	0.209	3	14	0.349
17:00 - 18:00	3	14	0.302	3	14	0.163	3	14	0.465
18:00 - 19:00	3	14	0.093	3	14	0.116	3	14	0.209
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.489			1.652			3.141

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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Parameter summary

Trip rate parameter range selected:	9 - 20 (units:)
Survey date range:	01/01/12 - 13/11/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Drawings

Existing dropped kerb
footway crossover retained.

Approximate adopted
highway boundary.

Visibility splays in excess
of 2.4m x 120m available
from any point along site
frontage due to wide
footways and straight road.

Proposed 4.1m wide
shared surface rear car
park access with advisory
pedestrian footway.



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Project: 424/426 Reading Road, Winnersh		
Title: Proposed Access Arrangement		
Scale: 1:200 (@ A3)		
Notes:		Drawing: 2011014-TS-001
		Revision: