

TN05 – Further Response to WBC Highways comments

Site: 810 Winnersh Triangle Business Park, Winnersh, Wokingham
RG41 5UX
Prepared by: PdeJ
Date: 2nd March 2026

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

1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Winnersh Midco S.A.R.L. to respond to comments raised by Wokingham Borough Council Highways dated 23rd January 2026, in relation to development proposals for Building 810, Winnersh Business Park, Eskdale Road, Wokingham.
- 1.2 In summary, the outstanding concerns provided by WBC are:
- ▶ **The PM trip rates applied in the assessment is significantly lower than the approved trip rates in WSTM4**
 - ▶ *I have replicated validation test indicates there is over 20% difference between the proposed TRICS B1 trip rates (PM) and the approved B1 trip rates of WSTM4. Given the parking demand is assessed based on the proposed B1 trip rates, there is a subsequent impact on the validity of the parking accumulation results.*
 - ▶ *You may wish to apply the approved B1 trip rates of WSTM4 for the reassessment.*
 - ▶ **Insufficient assessment on delays and queue**
 - ▶ *Potential contributions and improvements may be required to mitigate the delays and queues, along the A329(M) westbound off slip leading to Winnersh Triangle, subject to the assessment results.*
 - ▶ *The Highways expect to review assessment and potential mitigation (whenever applicable) on the merge/diverge arrangements of the slip road and its cumulative residual effect onto the mainline of A329(M) westbound.*
- 1.3 The full WBC Highways comments are provided in **Appendix A** for reference.
- 1.4 The responses for the parking accumulation review is provided followed by a review of the need for off-site highway mitigation.

2.0 Parking Accumulation Review / Trip generation

General

- 2.1 The WBC has requested that the car parking provision for the B1 use is carried out using the WSTM4 approved data. The Wokingham Strategic Traffic Model (WSTM4) is understood to have been developed with the base year of 2015 – the model was developed from the WSTM3 model which had a base year of 2010. On this basis, the WSTM4 B1 TRICS data is based on analysis between 2010 – 2015 or even before.
- 2.2 The trip rates provided by WBC are for the AM and PM peak periods only and it is not possible to generate a car parking accumulation without having the full day trip demands available. The technical response previously provided by Motion dated 12th November 2025 included full TRICS data which has enabled the parking accumulation exercise to be carried out and this is considered to be appropriate for this assessment.

Changes in B1 office trip demands

- 2.3 The TRICS data provided in Motion's November 2025 response was based on recent office site surveys (2022 and 2024) and therefore is considered to be representative of current office travel patterns. As set out in paragraph 2.1, the WSTM4 rates are likely to be based on data recorded some 10 – 15 years ago when working travel patterns were more intense in terms of vehicle movements. In March 2020, the COVID-19 virus altered working practices in the UK and many offices (B1) now operate with more hybrid working, and where feasible, people work at home more than they did before the COVID-19 outbreak occurred. The upshot of the changes in working practices is that traffic and parking demands have reduced – this is supported by the DfT data presented in Table 3.2 later in this technical note.

Parking accumulation response

- 2.4 The parking accumulation analysis provided in the previous Motion technical responses is considered to be appropriate for this assessment. Even if the full daily WSTM4 trip data is available, it is considered that it will provide an over-estimate of parking and traffic demands and will potentially lead to unnecessary car parking spaces being provided on new development sites.

3.0 Local Network Demands and Mitigation measures

- 3.1 The predicted net change in traffic flows in the peak hours, using the WSTM4 trip rates determined in the previous technical note, have been assigned to the local road network. The proposed distribution is based on an estimate of the major local residential areas and the potential draw of Bracknell and the M4 to the east for access to the wider highway network. The assumed traffic distribution is presented on Figure 3.1 provided in **Appendix B** to this note.
- 3.2 The predicted worst-case traffic demands (net-change) for the Building 810 scheme have been assigned to the network in accordance with the estimated distribution and are presented on Figures 3.2 and 3.3 for the AM and PM peaks respectively. The results are summarised on Table 3.1.

Road	Direction	Estimated distribution	AM peak (0800-0900)	PM peak (1700-1800)
			Traffic flow (vehicles)	Traffic flow (vehicles)
Wharfdale Road (east of Winnersh Triangle station)	Eastbound	100%	72	7
	Westbound		1	58
Wharfdale Road (west of Winnersh Triangle station)	Eastbound	80%	54	5
	Westbound		1	46
A3290 (north of Showcase Rbt)	Northbound	40%	29	3
	Southbound		0	24
A329 (M) off-slip	Westbound	30%	22	2
A329 (M) on-slip	Westbound	20%	0	12
A329 Wokingham Road	Eastbound	15%	11	1
	Westbound		0	9
Lower Earley Road (N)	Northbound	15%	11	1
	Southbound		0	9
A329 Reading Road	Eastbound	10%	0	6
	Westbound		7	1
The Bader Way	Northbound	10%	0	6
	Southbound		7	1
A32(M) on-slip	Eastbound	30%	1	17

Table 3.1 –Local network – summary of distribution and net change in vehicle trips

- 3.3 The details presented in Appendix B and Table 3.1 show that the predicted increases in traffic flows will be distributed across the network and will not be focused on one particular link. For the worst-case scenario

using the robust WSTM4 trip rates, the A329(M) westbound on-slip will only need to accommodate an additional 22 vehicle trips in the AM peak and 2 in the PM peak. In the AM peak hour, this may be broken down into less than 1 additional vehicle every two and $\frac{3}{4}$ minutes. This level of increase is not considered to be significant.

Local Road Network Demands - Review of Department for Transport data

- 3.4 A review of local traffic flows obtained from the Department for Transport database has been carried out to determine the observed changes in baseline traffic demands since the WSTM4 model was adopted by WBC. The recorded flows for key local roads between 2015 and 2024 are summarised in Table 3.2.

Road	Direction	2015 (WSTM4 base year)	2022	2024	2015 to 2024 (or 2022-2024)	
		Traffic flow (vehicles)	Traffic flow (vehicles)	Traffic flow (vehicles)	Change in flows (two- way)	Percentage change (two-way)
A329(M) east of Winnersh Triangle	Eastbound	28,306	23,854	24,621	-6,405	11% reduction
	Westbound	28,749	25,220	26,029		
A329(M) west of Winnersh Triangle	Eastbound	14,918	11,642	12,013	-4,206	14% reduction
	Westbound	14,346	12,637	13,045		
A329 Wokingham Road	Eastbound	17,508	12,582	13,001	-6,431	20% reduction
	Westbound	14,580	12,250	12,656		
A329 Reading Road (2022 -2024 data only available)	Eastbound	Not available	8,913	8,369	-582	6% reduction in two years
	Westbound	Not available	9,244	8,331		

Table 3.2 – Summary of DfT Local Traffic Data 2015 - 2024

- 3.5 The review set out in Table 3.2 shows that all of the traffic flows on the main local roads on the network have reduced from the baseline for the WSTM4 baseline. Given that the flows on the A329(M) have reduced by 11 to 14 percent over the last 9 years, this should mean that the network on the whole has more capacity than original indicated in the WSTM4 model.

Off-site Highway Infrastructure improvements.

- 3.6 Even in the worst-case scenario presented in Table 3.1, the introduction of up to 22 additional vehicles on the A329(M) slip road in the AM peak hour will not require infrastructure improvements given the low-level increases on local roads. In addition, local network traffic levels have naturally reduced over the years and the network therefore creating additional traffic capacity. On this basis, no mitigation measures are required to accommodate the Building 810 proposals.

Appendix A

WBC comments – January 2026

Date: 18 December 2025
Application: 252014



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

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: 252014

Applicant: Mr W Garrod

Site Address: Winnersh Triangle Industrial Estate, Winnersh Triangle Industrial E,
Winnersh, Wokingham, RG41 5UX

Parish: Winnersh

Grid Reference: Easting - 477424, Northing - 171621

Type of Development: Major All other developments

Proposal: Full application for demolition of existing buildings and erection of a replacement building for flexible use within use classes E(g), B2 and/or B8, together with access, parking, landscaping and associated works.

Case Officer: Joanna Carter

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 252014. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **3 January 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	252014
Address:	Winnersh Triangle Industrial Estate, Winnersh Triangle Industrial E, Winnersh, Wokingham, RG41 5UX.		
Proposal:	Full application for demolition of existing buildings and erection of a replacement building for flexible use within use classes E(g), B2 and/or B8, together with access, parking, landscaping and associated works.		
Type of Development:	Major All other developments		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

General

Additional Highways comments dated 21st January 2026 are indicated in blue.

The Highways received a highway technical note and a revised site plan to provide additional parking spaces in Zone 2 (different arrangements subject to the use classes) and reposition the refuse storage (for Use Class B2) to address the Highways responses dated 1st December 2025.

The site (Unit 810) was previously a warehouse building and has been approved for the changes of uses to a sound studio for commercial filming (Use Class E) under Planning Application 231602.

The applicant proposes to replace the approved sound studio of 4552sqm to a new commercial unit of 5235 sqm. The site is proposed to be flexible use within use classes E(g) (previously noted as Class B1), B2 and/or B8. For consistency of WBC latest standards, Class E(g) will be referred as Class B1.

167 (for Class B1) or 105 (for Class B2) no. parking spaces, including 8 no. dedicated accessible parking spaces, are proposed. The site proposes to operate at all hours of the day, and the parking area will be available during times the studio is in operation.

It is relevant to note that the adjoining site Unit 820 has been approved for a mixed commercial/industrial building (Use Classes B1 and B8) under Planning Application 193285.

Traffic Impacts

The approach of comparing the trip generations of Use Classes E(g), B2 and B8 separately, to assess the potential worst-case scenario, is welcomed. However, the Highways are concerned with the stated current uses and the TRICS trip rates applied.

The existing Use Class

The planning officer has confirmed that the site has not been consented for Use Class B1 element other than ancillary office, so the Highways will only consider the TRICS trip rates for Business Park as the proposed B1 use.

The applicant has clarified the previous occupiers of the site have been a mix of Use Classes B2 and B8, so that the existing trip generation have been reassessed on this basis, which is welcomed by the Highways. The proposed TRICS rates will be discussed in the following section.

Trip rates

The applicant has carried out a sensitivity test to compare the existing B8 use with the full B1 trip generation scenario based on the proposed TRICS trip rates for Use Class B1, the approved WBC transport model (WSTM4), and the approved trip rates in 193285.

It is relevant to note that the trips applied for 'existing B8' in TN04 is referred to the trip generations in Table 3.5 (Class B2) instead of Table 3.6 (Class B8) of TN03.

The Highways therefore replicate applicant's approach, and update trip generation to be as follows:

		Trip Rate			Trip Generation		
		Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
08:00 – 09:00	<i>Existing B8</i>	0.176	0.14	0.316	9*	8*	17*
	<i>This proposal (B1)</i>	1.443	0.209	1.652	75	13	88
	WSTM4 (B1)	1.55	0.17	1.72	81	9	90
	Approved B1 under 193285	1.28	0.13	1.41	67	7	74
17:00 – 18:00	<i>Existing B8</i>	0.129	0.218	0.347	6*	11*	17*
	<i>This proposal (B1)</i>	0.176	0.98	1.156	9	51	60
	WSTM4 (B1)	0.17	1.3	1.47	9	68	77
	Approved B1 under 193285	0.18	1.24	1.42	9	65	74

* for area of 5100 sqm

Net Difference		Arrival	Departure	Two-way
08:00 – 09:00	<i>This proposal (B1)</i>	66	5	71
	WSTM4 (B1)	72	1	73
	Approved B1 under 193285	58	-1	57
17:00 –	<i>This proposal (B1)</i>	3	40	43

18:00	WSTM4 (B1)	3	57	60
	Approved B1 under 193285	3	54	57

While the two-way trips in the AM peak are comparable to the approved trip rates of WSTM4, the PM peak are over 20% lower than the approved trip rates. This cannot be seen as a marginal difference. The applicant is advised to valid the parking accumulation results with the WSTM4 trip rates.

Meanwhile, the Highways cannot agree to applicant's conclusion of the proposal has no significant impact on the local highway network without sufficient justifications. The Highways are concerned with the potential delays and queues along the A329(M) westbound off slip leading to Winnersh Triangle, as identified in the council's Infrastructure Delivery Plan (September 2024) with critical priority for improvements, and the subsequent impacts on the mainline of A329(M) westbound.

The applicant is therefore required to assess the merge/diverge arrangement(s) of the slip road with reference to Section 3 of CD122 and its cumulative residual effect onto the mainline of A329(M) westbound, to justify no adverse highway impact is imposed on A329(M).

Subject to the assessment results, the applicant will be expected to provide suitable contributions or improvements to mitigate the traffic impacts of the proposal.

Parking

Level of Parking

According to the WBC Car Parking Standards, the parking requirements for B1, B2 and B8 are as follows:

User Class	Car Parking Requirement	Cycle Parking Requirement
B1	Less than 2500m ² : 1 space/25m ² More than 2500m ² : 1 space/30m ²	1 LT space/150m ²
B2	Up to 250m ² : 1 space/25m ² Additional space above 250m ² : 1 space/50m ²	1 LT space/200m ²
B8	Up to 250m ² : 1 space/25m ² Additional space above 250m ² : 1 space/200m ²	1 LT space/200m ²

Two proposed site plans are submitted as Drawing No. 1013 and 1011 to demonstrate the parking arrangements for Use Class B1 (with 167 no. parking spaces) and Class B2 (with 105 no. parking spaces), respectively. Both plans are acceptable in principle.

The applicant shall confirm if the parking arrangement for Class B8 will be the same as the proposed arrangement for Class B2.

While parking demand based on parking accumulation could be an acceptable approach, the proposed trip rates in this technical note **does not fully capture the trip generation in both AM and PM peak hours** as mentioned in the previous section. The applicant is advised to valid the parking accumulation results with the WSTM4 trip rates.

[The previous submissions](#) suggest that reduction from the WBC standard is justified by the sit being located close to good public transport services. However, this site is proposed to operate at all hours of the day, which would include the hours which public transports are not in services. The technical note suggests that lower level of staff will be required for the anticipated nature of potential business with night shifts. This might be acceptable subject to planning condition restricting the maximum number of occupiers between night-time when public transport services is not a practical substitute to driving a car. Alternatively, the applicant shall consider limiting the maximum B1 and B2 use floor space of total floor spaces for the flexible of staff numbers. If the applicant might intend to utilise any unallocated parking spaces of the wider site, parking survey data shall be provided to verify the existing parking utilisation. [Subject to the revised parking accumulation results, this may still be relevant.](#)

EV Charging Points

Eight standard EVCPs and two blue badge parking with EVCPs are proposed, which is welcomed.

Cycle Provisions

Cyle provisions are expected to be provided according to the WBC Parking Standards. 36 no. of cycle parking are proposed in the site plan, aligning with the requirement for Use Class B1, which is welcomed. [The details of cycle stores will be secured via planning conditions.](#)

Conditions & Reasons (if required)

Date:	23/1/2026	Signed:	JP
--------------	-----------	----------------	----

Appendix B

Traffic figures



