



Transport Statement

Project: Hogwood Farm Neighbourhood Centre

Client: Cala Homes Thames Ltd.

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DOCUMENT CONTROL SHEET

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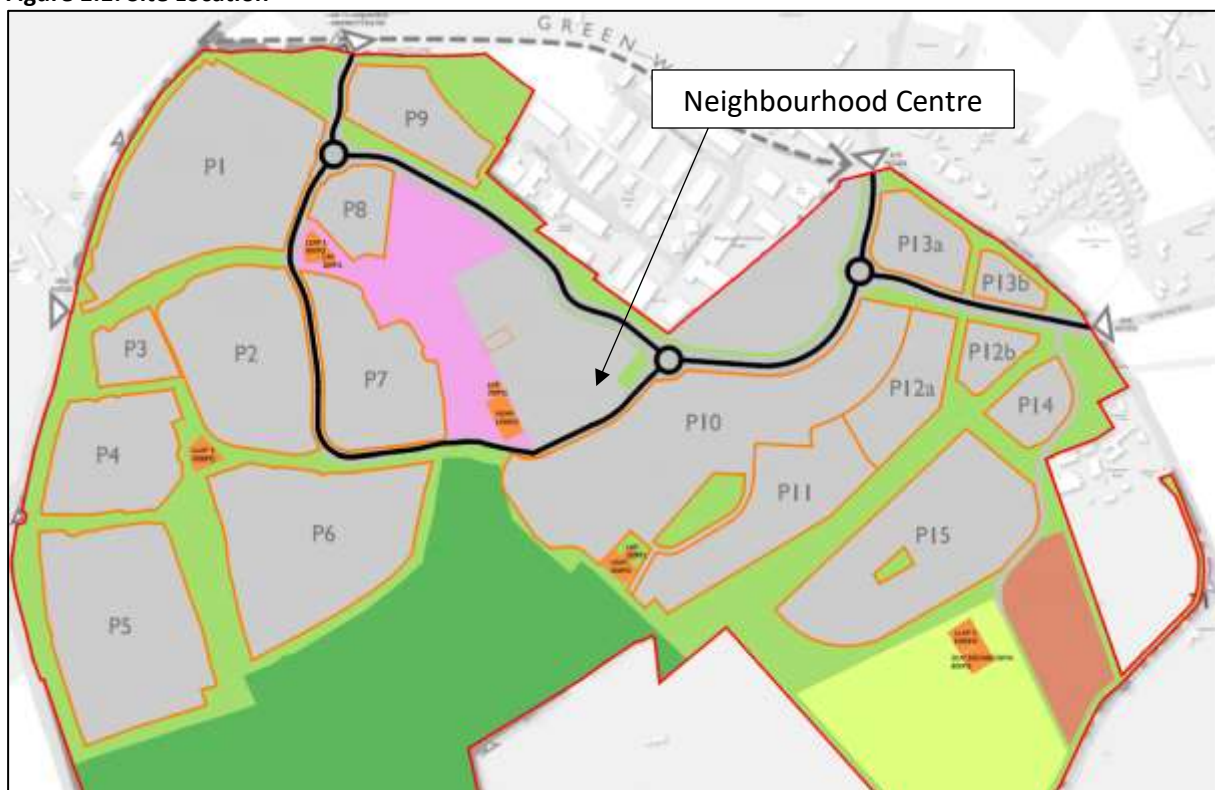
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1 INTRODUCTION

1.1 Background

- 1.1.1 JNP Group have been commissioned by Cala Homes Thames Ltd. to prepare a Transport Statement (TS) to accompany a Reserved Matters planning application for the neighbourhood centre at Hogwood Farm, pursuant to the Hybrid Planning Consent O/2014/2179, as varied by application 181194.
- 1.1.2 The Reserved Matters application proposes the construction of the Neighbourhood Centre, which will comprise a 71.79sqm retail unit, a 264.7sqm convenience store and 18 affordable apartments above. A village square will be provided along the frontage of the building.
- 1.1.3 Separate access and egress junctions will be provided from the Southern Bus Loop, which are linked by an internal loop road which provides access to shared parking for the commercial land use and future school site to the west. The school is not included in the red line boundary for this application.
- 1.1.4 The reserved matters application also seeks approval for parking, landscaping, footpaths and sustainable urban drainage systems (SuDS). Details of access, appearance, landscaping, layout and scale are to be considered.
- 1.1.5 The location of the neighbourhood centre at Hogwood Farm is shown on Figure 1.1 below.

Figure 1.1: Site Location



1.2 Scope of the Statement

- 1.2.1 This TS is designed to build upon the content of the Transport Assessment prepared to support the hybrid planning application, with a particular focus on detailed matters such as access, internal road geometry, parking arrangements and BREEAM Certification.

1.3 Report Structure

- 1.3.1 Following this introductory section, the TS comprises the following sections:

- **Section 2 - BREEAM Certification:** This section provides details on the BREEAM credits that are being sought in relation to transport.
- **Section 3 - Baseline Conditions:** summarises the existing and future conditions applicable to the site including access by all modes of transport.
- **Section 4 - Development Proposals:** outlines the development proposals including the access arrangements, internal site layout and parking.
- **Section 5 - Trip Generation:** provides details on the likely impact of the development in terms of vehicular trip generation.
- **Section 6 - Conclusion:** summarises and concludes the findings of the above sections.

2 BREEAM CERTIFICATION

2.1.1 This section sets out the role of the Transport Statement in achieving credits towards BREEAM certification for the Neighbourhood Centre.

2.2 BREEAM Requirements

2.2.1 BREEAM is a global sustainability assessment and certification scheme for the built environment. It assesses, encourages and rewards environmental, social and economic sustainability. While the proposals for the Neighbourhood Centre will be submitted as part of a reserved matters application to WBC, the development will also seek bespoke BREEAM certification for the construction works.

2.2.2 The main output of a BREEAM assessment is the rating which is given to the development upon its certification. The certified rating reflects the performance achieved by the project and its stakeholders, which is measured against a series of BREEAM standards and benchmarks. The rating levels are summarised as follows:

- Pass – one star;
- Good – two stars;
- Very good – three stars;
- Excellent – four stars; and
- Outstanding – five stars.

2.2.3 The site will be scored against the criteria set out in the BREEAM 'UK New Construction V6.1' technical guidance and the associated scoring spreadsheet.

2.3 BREEAM Credits

2.3.1 A development's rating is determined by the credits it receives towards its certification, both in terms of the number of credits and the variety of challenges that have been addressed through achieving them.

2.3.2 A site's sustainable value is measured in a series of categories, such as energy, ecology and transport. Each of the categories addresses the most influential factors in sustainability, such as carbon emissions reduction, adaptation to climate change and biodiversity protection.

2.3.3 Each category is sub-divided into a range of assessment issues, each with its own aims, targets and benchmarks. When a BREEAM assessor deems that one of these targets or benchmarks has been reached, the development will score credits. The score for each category is calculated according to the number of credits it has achieved and the weighting of that category. Once the development has been fully assessed, the final performance rating is determined by the sum of the weighted category scores.

2.4 Transport Category

2.4.1 The transport category encourages better access to sustainable means of transport for users of a building. Key issues include the accessibility of sustainable modes and how this may support a reduction in car journeys, which in turn reduces congestion and CO₂ emissions. This

category also addresses the design and provision of transport and movement infrastructure within a development, in order to encourage the use of sustainable modes of transport in the long term. There are two assessment issues relating to transport, which are summarised as follows:

2.5 TRA 01 – Transport Assessment and Travel Plan

2.5.1 In accordance with the BREEAM 'UK New Construction V6.1' Technical Guidance, the aim of TRA 01 within the transport category is as follows:

"To reward awareness of existing local transport and identify improvements to make it more sustainable."

2.5.2 There are two credits available for TRA 01 – one for a suitable Transport Assessment (or statement) and one for a suitable Travel Plan. A suitable Transport Statement should include the following information:

- An assessment of travel patterns and attitudes of existing site users (where relevant);
- Predicted travel patterns and transport impact of future site users;
- Baseline conditions for pedestrians and cyclists;
- Reporting of the existing amenities within 500m from the site;
- An assessment of disabled access on the site;
- A calculation of the existing public transport accessibility index (AI); and
- An assessment of the current cycle facilities on site.

2.5.3 As part of the Section 106 agreement for the wider outline consent, a contribution of £400 per dwelling was agreed which would be used towards WBC's 'My Journey' sustainable travel initiative. The contribution was provided in lieu of a site wide Travel Plan.

2.5.4 All of the required actions have been demonstrated within this Transport Statement and an associated Framework Travel Plan for the Neighbourhood Centre. As such, it is anticipated that 2 credits will be achieved for TRA 01.

2.6 TRA 02 – Sustainable Transport Measures

2.6.1 In accordance with the BREEAM 'UK New Construction V6.1' Technical Guidance, the aim of TRA 02 within the transport category is as follows:

"To maximise the potential for local public, private and active transport through provision of sustainable transport measures appropriate to the site."

2.6.2 A maximum of ten credits can be achieved for TRA 02. The ten credits are achieved according to the calculated Accessibility Index of the site and the number of 'points' earned through implementing sustainable travel measures introduced on the site. The UK New Construction V6.1 technical guidance provides a list of sustainable transport measures that can be implemented on site to achieve points. These sustainable transport measures have been reproduced in Table 2.1 and ones which the development is seeking to achieve are marked in **green**.

Table 2.1 - BREEAM TRA 02 Sustainable Transport Measures (from UK New Construction V6.1 Table, 7.4)

Sustainable Transport Measures		
Assessment Option	Public Transport Measures	Points
1	1. The existing AI calculated in Tra 01 achieves the following: ≥ 4 for prison or MOD sites, rural location sensitive buildings, and other building group 3 ≥ 8 for all other building types	1
2	2. Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR	2
	3. Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions. OR	3
	4. Provide a dedicated service, such as a bus route or service (See Definitions).	3
3	5. Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	1
4	6. Provide electric recharging stations of a minimum of 7kW for at least 10% of the total car parking capacity for the development.	1
Assessment Option	Public Transport Measures	Points
5	7. Set up a car sharing group or facility to facilitate and encourage building users to car share.	1

	8. Raise awareness of the sharing scheme with marketing and communication materials. 9. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. 10. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	
Assessment Option	Active Travel Measures	Points
6	11. During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it. 12. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	2
7	13. Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5. <i>(Note: 1 space per 10 staff required for retail units per Table 7.5)</i>	1
8	14. Option 7 has been achieved. 15. Provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type) – see Definitions for the scope of each compliant facility: • Showers • Changing facilities • Lockers • Drying spaces.	1
9	16. At least three existing accessible amenities are present, see Table 7.6, where relevant for a Building Group. <i>Note: for Building Group 1 which includes retail, the building should be within 500m of at least 3 of the following existing amenities:</i>	1

	<i>Food outlet, cash, outdoor open space, recreation or leisure facility, postal facility, community facility, over the counter services associated with a pharmacy, child care facility or school</i>	
10	17. Ensure a minimum of one new accessible amenity, in accordance with Table 7.6, for the relevant Building Group, is provided.	2
	18. Ensure more than one new accessible amenity, in accordance with Table 7.6 for the relevant Building Group, is provided.	
Assessment Option	Alternative Travel Measures	Points
11	19. Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	1-3

2.6.3 It is anticipated that the following measures will be actioned for the Neighbourhood Centre in order to meet some of the criteria outlined in Table 2.1:

- Option 2: The existing bus service through Hogwood Farm will be diverted along the road to the south of the Neighbourhood Centre and will call at the adjacent bus stops (3 points);
- Option 5: Priority spaces for car sharers for will be provided for least 5% of the parking requirement for the commercial land use (1 point);
- Option 7: Cycle storage will be provided at a rate of at least 1 space per 10 staff (1 point);
- Option 10: The building will provide more than one new accessible amenity in the form of the convenience store (2 points).

2.6.4 As such, the total number of points for sustainable transport measures on the site is expected to be 7 points.

2.6.5 The points achieved according to Table 2.1 are then used in combination with the calculated Accessibility Index (AI) value to calculate the TRA 02 credits.

2.6.6 The calculated Accessibility Index value for the Neighbourhood Centre is 1.3. This will increase to 1.36 once the Southern Bus Loop is operational and the bus service is diverted via the eastbound and westbound stops on this route. The Accessibility Index Calculator for the existing and proposed arrangement is provided as **Appendix A**.

2.6.7 The credits are calculated using a table from the UK New Construction V6.1 Technical Guidance, which has been reproduced as Table 2.2.

Table 2.2 - Credits available to the AI of the site and number of points achieved (from UK New Construction V6.1, Table 7.3)

Points Achieved for Sustainable Measures			Credits
AI < 25	25 < AI < 40	AI > 40	
1	1		1
2		1	2
3	2		3
4		2	4
5	3		5
6	4	3	6
7	5		7
8	6	4	8
9	7	5	9
10	8	6	10

2.6.8 As such, according to the UK New Construction V6.1, this site is expected to achieve 7 credits for TRA 02.

2.7 Summary

2.7.1 This Transport Statement aims to contribute towards achieving credits for TRA 01 and TRA 02 of the BREEAM UK New Construction V6.1 technical guidance. It is anticipated that the Neighbourhood Centre will achieve 2 credits for TRA 01 and 7 credits for TRA 02.

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The Neighbourhood Centre is located towards the centre of the Hogwood Farm development. It is bound by the Southern Bus Loop to the south, a future school to the west, the Nine Mile Ride Extension South to the east and open space which will be associated with the school to the north.

3.2 Local Highway Network

Southern Bus Loop (SBL)

- 3.2.1 The Neighbourhood Centre will be accessed from the Southern Bus Loop (SBL) to the south.
- 3.2.2 The Southern Bus Loop (SBL) is located along the north boundary of Parcel 10, west of the roundabout with the NMRES. The SBL will continue south-west to join the internal road layout of Hogwood Farm Parcels 2, 3 and 7.
- 3.2.3 A bus gate is located north-west of Parcel 10 and this section of road is only permitted to be used by buses and emergency service vehicles with access controlled by way of a sump – buster combined with the build out. As such, cars travelling westbound along the SBL cannot continue into Parcels 2, 3 and 7 and must enter Parcel 10 or the school/neighbourhood centre.
- 3.2.4 To avoid instances of westbound vehicles on the SBL entering the bus gate, a road narrowing has been introduced on the SBL immediately west of the final Parcel 10 access junction. This will also be supported by road markings, a change in surfacing and suitable signage. The proposals effectively extend the bus gate further east along the SBL to ensure that cars do not inadvertently enter the bus gate.

Nine Mile Ride Extension South (NMRE(S))

- 3.2.5 The SBL forms a roundabout with the NRME(S) to the east.
- 3.2.6 The NMRE(S) comprises the construction of 1.25km of new carriageway, verges, swales, and foot/cycleways between NMRE(N) and Park Lane in the east along with three new roundabouts (and provision for priority junctions) to facilitate access into the Hogwood Farm development site.
- 3.2.7 A link of approximately 170m will take access off the sites most easterly roundabout northwards towards Hogwood Industrial Estate and Park Lane. This has been delivered as part of the construction of the NMRE(S) and is referred to separately as Hogwood Spur Road (HSR). The total length of new highway infrastructure delivered through the NMRES will be approximately 1.42km.
- 3.2.8 The NMRE(S) received reserved matters planning permission under Wokingham Borough Council (WBC) ref 192997 in February 2020 and has since undergone detailed design. The NMRE(S) opened in November 2022.

Nine Mile Ride Extension North

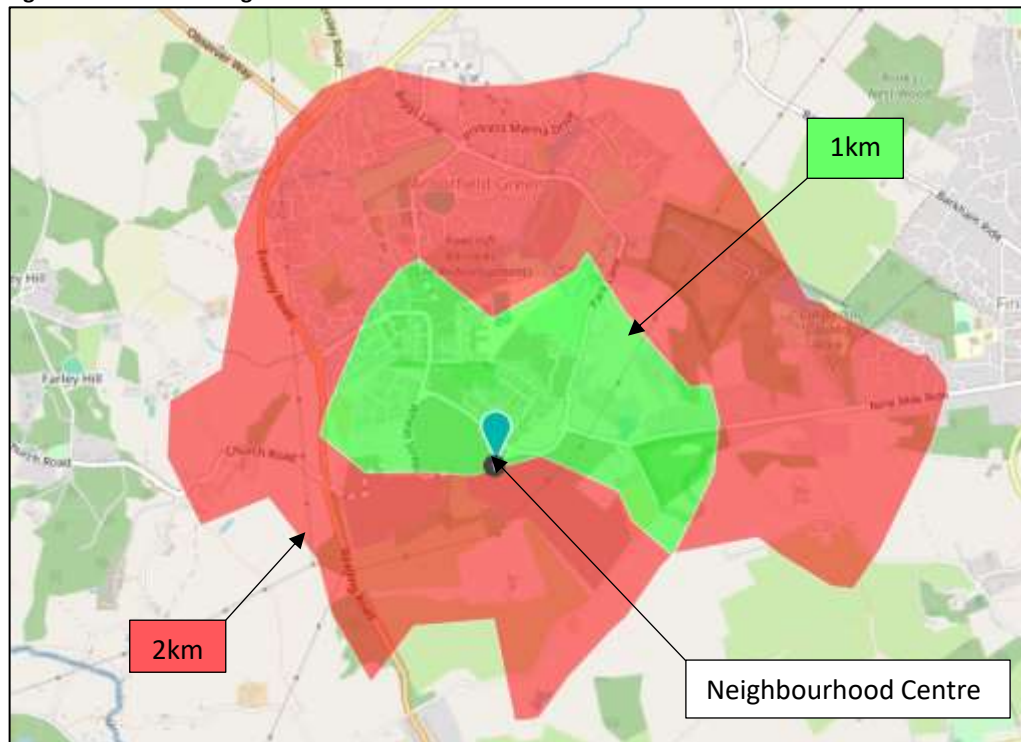
- 3.2.9 The northern section of the Nine Mile Ride Extension (NMRE(N)) connects the existing A327 Eversley Road in the north and joins the NRME(S) to the south.

- 3.2.10 A TS was prepared by iTransport in December 2015 to supplement traffic modelling undertaken as part of a separate study for the delivery of the NRME(N).
- 3.2.11 AECOM were the principal designers of the NMRE(N) and the alignment was consistent with that approved under the hybrid application (O/2017/2280) and the 'Movement and Access Parameter Plan' prepared by idpartnership on behalf of Crest Nicholson.
- 3.2.12 The new roundabout connecting NMRE(N) with the A327 received full planning permission as part of the hybrid application and thus was not subject to discussion within the TS submitted in support of the NMRE(N).
- 3.2.13 Following detailed design and construction, the NMRE(N) opened on 26th June 2017 to serve the northern part of the Arborfield Garrison Strategic Development Location (AGSDL), including Bohunt Secondary School.

3.3 Access for Pedestrians

- 3.3.1 Walking is traditionally recognised as a sustainable mode of travel which can replace shorter trips that are often made by car, particularly those under 2km. This was reflected in the now withdrawn 'PPG:13 Transport' guidance. Although the guidance has been superseded, it provides a useful indication of the walking distances that are considered reasonable for pedestrians.
- 3.3.2 CIHT's 'Planning for Walking' (2015) guidance document recognises that most short journeys are made wholly on foot, however walking also forms part of longer, multi-modal journeys. The guidance states that people will choose to walk if the length of their journey is less than one mile (1.6km). A typical catchment area is around half this distance at 800m or a 10-minute walk.
- 3.3.3 The IHT document 'Guidelines for Providing Journeys on Foot' (2000) provides preferred maximum walking distances for the purposes of commuting and other journeys. The distances are as follows:
 - Town centres: 800m;
 - Commuting/school/sightseeing: 2,000m; and
 - Elsewhere: 1,200km.
- 3.3.4 A range of areas are within a 2km walking distance of the Neighbourhood Centre, as shown in Figure 3.1.

Figure 3.1 - 2km Walking Isochrones



3.3.5 There are continuous footways along each side of the SBL and the NRME(S), providing onward connectivity to the surrounding area. At the roundabouts along the NMRE(S), uncontrolled crossing points with dropped kerbs, tactile paving and central islands are provided on each arm. This facilitates connections on foot to nearby land uses such as the SANG and play areas around the wider development.

3.3.6 Amenities in the local area which are accessible on foot within 2km are as follows:

- SANG
- Play Area (adjacent to Parcel 2)
- Bohunt School
- Arborfield Leisure Centre
- Longmoor Bog Nature Reserve
- St Eligus Church
- Arborfield Green Community Centre
- California Country Park
- Farley Hill Primary School

3.4 Access for Cyclists

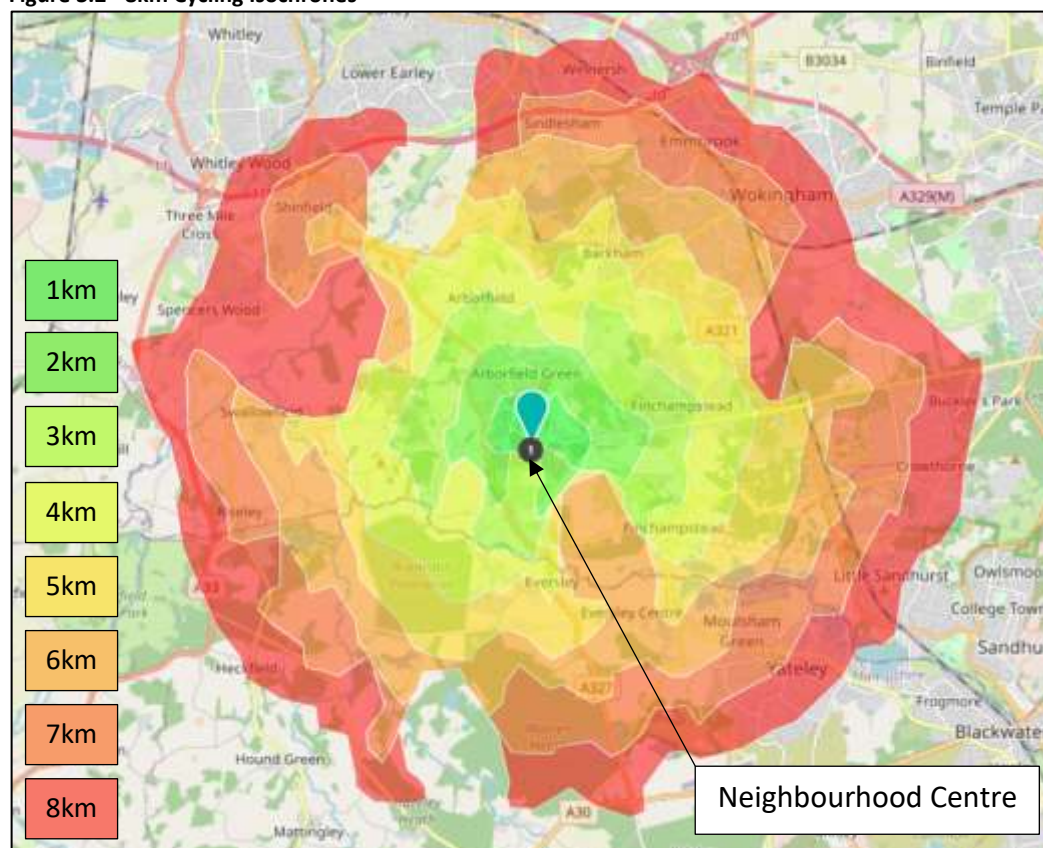
3.4.1 CIHT's 'Planning for Cycling' (2014) guidance document states that most cycling trips are made over short distances, with 80% being less than 5 miles (8km) and 40% being less than 2 miles (3.2km). Similarly, 'Chapter 10 – Cycling in New Developments' of the Sustrans Design

Manual (draft, 2015) advises that distances up to five miles (8km) represents a reasonable cycling commute for most users.

3.4.2 The Department for Transport's 'Walking and Cycling Statistics, England: 2016' statistical release was published in January 2018. It states that shorter cycling trips under five miles (8km) made up 79% of all cycling trips in 2016, with 43% of all trips being under two miles (3.2km). The most common purpose for cycling trips is commuting, which accounts for an average of 36% of trips made by this mode.

3.4.3 The consensus among recent guidance and statistics is that 8km represents the maximum reasonable cycling distance, however a significant proportion of cycling trips are likely to be around 3km. Figure 3.2 shows the destinations within an 8km cycling distance of the site.

Figure 3.2 - 8km Cycling Isochrones



3.4.4 As shown in Figure 3.2, the entirety of the Hogwood Farm development and the wider Arborfield Green and Finchampstead areas are within a 4km cycling distance of the Neighbourhood Centre.

3.4.5 A 3m wide shared footway/cycleway is provided on the north side of the SBL, which connects to a 3m footway/cycleway along the NRME(S).

3.5 Public Transport

3.5.1 The nearest bus stops to the Neighbourhood Centre are located to the east on the NRME(S). The walking distance to the bus stops is approximately 300 metres. The walking route is along the continuous footway/cycleway provision which is provided along the SBL and NMRE(S).

There is an uncontrolled crossing at the roundabout which provides access to the footway along the southbound carriageway of the NMRE(S).

- 3.5.2 The bus stops are served by Service 3, which is operated by Reading Buses. The route, frequencies and journey times to key destinations is summarised in Table 3.1.

Table 3.1 - Bus Services and Frequencies

Route	Frequency	Journey Times
Wokingham Town Centre to Reading Town Centre (northbound bus stop)	Weekdays: hourly Saturdays: hourly Sundays: no service	30 minutes to Royal Berkshire Hospital 50 minutes to Reading town centre
Reading Town Centre to Wokingham Town Centre (southbound bus stop)	Weekdays: Hourly Saturdays: Hourly Sundays: No service	25 minutes to Wokingham Town Centre

- 3.5.3 When the SBL is constructed and operational, Service 3 will be rerouted via the SBL. The eastbound bus stop along the SBL is adjacent to the Neighbourhood Centre, which minimises the walking distance and promotes accessibility via sustainable modes. The westbound bus stop along the SBL is approximately 30 metres walking distance from the access to the entrance to the Neighbourhood Centre building.
- 3.5.4 The nearest railway station to Hogwood Farm is Wokingham Station. The journey time to the station using Service 3 is 20 minutes and there is a bus stop adjacent to the station's interchange. The station provides regular services to Reading, London Waterloo and Gatwick Airport.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 The development proposals comprise the construction of a Neighbourhood Centre, comprising 18 affordable 1 and 2-bedroom apartments, a 71.76sqm retail unit and a 264.7sqm convenience store. The area to the south of the Neighbourhood Centre building will form a village square with both hard and soft landscaping.

4.2 Vehicular Access and Internal Road Layout

- 4.2.1 The Neighbourhood Centre, the dwellings above and the future school to the west will be accessed via the Southern Bus Loop.
- 4.2.2 Two junctions will be constructed, functioning separately as an access and egress, which will be connected by a one-way loop within the site. The stagger distance between the access and egress junctions is 33.5m. The access arrangements, geometry and visibility splays are shown on drawing **C86557-JNP-66-XX-DR-T-7202**.
- 4.2.3 The access junction has a carriageway width of 5.5m with 6m kerb radii. There is a 41m stagger distance between the access junction and the junction to P10 to the south-west, which is on the opposite side of the carriageway.
- 4.2.4 North of the access junction, a priority junction with the future school will be provided. The junction has a carriageway width of 6m with 3m kerb radii. A visibility splay of 18m is achievable to the junction with the SBL. The remainder of the school falls outside of the red line boundary for the reserved matters application.
- 4.2.5 The loop continues northbound with echelon parking along the east side of the carriageway. The bays have a geometry of 2.5m x 5m. A lay-by for use by coaches or as overflow for parking will be provided on the west side of the carriageway. The lay-by has a width of 3m and is 35m long.
- 4.2.6 At the end of the loop, the carriageway widens to 7.5m on the bend to ensure that large vehicles can negotiate the turning movement. A row of 9 perpendicular parking bays will be provided at the rear of the loop, which are also 2.5m x 5m.
- 4.2.7 Forward visibility on the bends has been assessed in accordance with the proposed design speed of 20mph and the Manual for Streets requirement for a 25m Stopping Sight Distance (SSD). This is achievable on both sides of the bend.
- 4.2.8 At the north-east corner of the loop, a priority junction will be provided which continues to the car park for the residential units. The car park is located to the rear of the neighbourhood centre building. The access road is 5m wide initially and widens to 7m to provide a suitable aisle width between the parking spaces.
- 4.2.9 The loop road continues south with a carriageway width of 6.5m and echelon parking bays on the west side of the carriageway. A lay-by is provided on the east side of the carriageway, offering multi-purpose use for disabled parking and deliveries to the retail unit.
- 4.2.10 The egress junction has a carriageway width of 6.5m and 6m radii on each side of the junction. In accordance with the 20mph design speed on the SBL, 2.4m x 25m visibility splays have been assessed and are achievable to the east and west of the junction.

4.3 Pedestrian/Cyclist Access

- 4.3.1 Pedestrian and cyclist permeability has been considered with recognition of key desire lines and the need to provide links between existing and future infrastructure.
- 4.3.2 The village square along the frontage of the Neighbourhood Centre's retail and residential units will be pedestrianised and connects to the footway along the Southern Bus Loop.
- 4.3.3 A 2m wide walking route will be provided adjacent to the parking bays along the internal loop road to facilitate permeability within the car park for pedestrians.
- 4.3.4 A 3m cycleway/footway on the north side of the Southern Bus Loop with continuous (Copenhagen style) crossings at the access and egress junctions to delineate priority for pedestrians and cyclists. This will be visually demarcated through using the same surface material and colour across the junction as the footway/cycleway either side.

4.4 Bus Access

- 4.4.1 A bus stop will be provided along the Southern Bus Loop and it is anticipated that the existing Number 3 bus service will be diverted via this stop.

4.5 Swept Path Analysis

- 4.5.1 To ensure the suitability of the development in accommodating refuse collection vehicles, swept path analysis of the scheme has been undertaken using an 11.3m long refuse vehicle as advised for use by WBC Highway Development Control. This is shown in drawing **C86557-JNP-66-XX-DR-T-7203** and demonstrates that the vehicle can negotiate the access/egress junctions and the loop. Furthermore, the refuse collection point is within 10m walking distance of the stopped vehicle.
- 4.5.2 Access to the site for a DB32 specification fire tender has also been assessed, as shown on drawing **C86557-JNP-66-XX-DR-T-7204**. The stopped vehicle will be within 18m of a dry riser, accordance with Building Regulations Approved Document Part B.
- 4.5.3 Swept path analysis has also been carried out for the following large vehicles which are expected to use the access/egress junctions and loop road:
 - 12m rigid truck (as shown on drawing **C86557-JNP-66-XX-DR-T-7207**)
 - 12m rigid bus (as shown on drawing **C86557-JNP-66-XX-DR-T-7206**)
 - 9.795m single deck bus (as shown on drawing **C86557-JNP-66-XX-DR-T-7206**)
- 4.5.4 Given that the vehicles which will be used by the school are not known at this stage, two types of buses have been assessed.
- 4.5.5 The assessment demonstrates that the vehicles can access and egress in a forward gear. The vehicles are also able to use the loop and lay-bys.
- 4.5.6 Swept path analysis for a large car accessing and egressing the end bays in the parking area for the residential dwellings is shown on drawing **C86557-JNP-66-XX-DR-T-7205**.

4.6 Car Parking

Residential Parking Provision

- 4.6.1 For the residential units, car parking is required to be provided at a level that meets the forecasted demand within WBC's 'Parking Demand Calculation Spreadsheet'. The spreadsheet requires details to be entered of the proposed property type, tenure, number of habitable rooms, number of allocated spaces and number of garages in order to calculate the unallocated parking demand.
- 4.6.2 The development location has been selected as 'Village' where standards for unallocated parking are more onerous. It is worth noting that following completion of Hogwood Farm, the site will provide a mix of land uses including a neighbourhood centre, primary school, employment land and sports pitches that support localised movements by foot/cycle without the reliance on a private car and thus need for parking.
- 4.6.3 Once complete, the area could be viewed as less of a 'Village' location and more of a 'Town and Fringe' location but for now the 'Village' category has been maintained.
- 4.6.4 In the calculator's guidance notes, it states '*visitor parking is taken as being unallocated parking provision. It is calculated on the basis of 0.2 spaces per dwelling, where at least 1 allocated space is provided per dwelling*'.
- 4.6.5 It is proposed that one allocated space is provided per dwelling, along with 4 unallocated spaces for use by visitors. The WBC parking calculator produces a demand for 6 unallocated parking bays, therefore the proposed provision is 2 spaces below this. The provision of 4 spaces aligns with the ratio of 0.2 spaces per dwelling. The accessible location of the dwellings and the proximity of the bays associated with the retail unit further justifies the provision of 4 visitor bays.
- 4.6.6 The parking calculator is provided in **Appendix B** of this report.

Retail and School Parking

- 4.6.7 During pre-application discussions for the Neighbourhood Centre, WBC raised that the feasibility of combining school drop off/pick up and the parking for the retail units should be investigated. This arrangement was noted to optimise the space within the site and provides more opportunities for hard and soft landscaping along the frontage of the Neighbourhood Centre building.
- 4.6.8 Per WBC's parking standards for A1 Food Outlets, 1 parking space should be provided per 20sqm. The units are both expected to be used for food sales and/or consumption with a combined GFA of 336.46sqm. This equates to a total of 17 parking spaces being required. Per the BREEAM requirements, 5% of spaces for the retail area will be dedicated for use by car sharers and this equates to 1 space.
- 4.6.9 With regards to the school, the standards state that 1 space should be provided per 1 full time member of staff at primary schools. There is no specific requirement for drop off/pick up parking.
- 4.6.10 A total of 30 parking spaces will be provided on the loop which serves as parking for the retail units and the school drop off/pick up. The 30 spaces does not include the lay-by along the west side of the loop road, which offers further parking opportunities. The quantum of spaces

has been informed by pre-application discussions with WBC and is considered sufficient to accommodate the parking demand from the commercial and education land uses.

- 4.6.11 Parking for staff at the school is expected to be provided along the frontage of the building and falls outside of the red line boundary for the Neighbourhood Centre. It is shown only for illustrative purposes on the planning drawings. It is expected that the quantum and layout of the staff parking will be assessed within a separate Transport Statement for the reserved matters application for the school.

4.7 Cycle Parking

Residential

- 4.7.1 Cycle parking is to be provided for all dwellings in accordance with the standards set out in WSP's Parking Standards Study Report prepared on behalf of WBC. The requirements are provided in Table 4.1.

Table 4.1 - Cycle Parking Standards

Dwelling Type	Bedrooms	Requirement
Flats	1 Bedroom (1/2 Habitable Rooms)	1 per dwelling
	2 Bedroom (4 Habitable Rooms)	1 per dwelling

Source: WSP Parking Standards Study Report

Note: Standards are based on no. of habitable rooms though no. of bedrooms is not prescribed within WBC's Parking Calculator Conversion Table for dwellings with 3 habitable rooms. For reference, 3 habitable rooms require 1 space per dwelling.

- 4.7.2 A covered cycle store will be provided which accommodates parking for 18 bicycles, equating to one cycle parking space per dwelling.

Retail

- 4.7.3 WBC's Parking Standards study report lists a requirement for 1 cycle parking space per 125sqm of land use. This should then be split in the ratio of 20% of spaces being long-term cycle parking spaces and the other 80% being short-term spaces.
- 4.7.4 Based on the combined GFA of 336.46sqm, this equates to a total of 3 cycle parking spaces. Of the 3 spaces, 1 would be long stay and 2 would be short stay.
- 4.7.5 At least 2 cycle stands will be provided for the retail land use along the frontage of the building within the village square. The stands provide capacity for a total of 8 bicycles.

School

- 4.7.6 It is expected that cycle parking for the school will be accommodated within the school's red line boundary and so no provision has been made for this within the shared drop off/pick up parking area.

5 TRIP GENERATION

5.1 Background

5.1.1 Trip generation for the proposals have been calculated using the same methodology contained within the original TA and that used within Transport Statements' submitted in support of reserved matters applications for Parcels within the wider SDL.

5.2 Vehicular Trip Generation – Residential

5.2.1 Trip rates produced from the Wokingham Strategic Transport Model 4 (WSTM4) have been used to assess the likely number of vehicular trips resulting from 18 apartments proposed at the Neighbourhood Centre. The results are shown in Table 5.1 below.

Table 5.1: Trip Rates and Trips (18 dwellings)

Time Range	Inbound		Outbound		Two-way	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
Dwelling Flats (18 dwellings)						
08:00-09:00	0.06	1	0.18	3	0.25	5
17:00-18:00	0.19	3	0.10	2	0.29	5

**Errors in arithmetic are due to rounding*

5.2.2 The trip rates show that the dwellings can be expected to generate 5 two-way trips during the AM peak period and 5 two-way trips during the PM peak hour.

5.3 Vehicular Trip Generation - Retail

5.3.1 Trip rates produced from the Wokingham Strategic Transport Model 4 (WSTM4) have been used to assess the likely number of vehicular trips resulting from the 336.46sqm of food retail floorspace proposed at the Neighbourhood Centre. The results are shown in Table 5.2 below.

Table 5.2: Trip Rates and Trips (336.46sqm food retail floorspace)

Time Range	Inbound		Outbound		Two-way	
	Trip Rate (per 100sqm)	Trips	Trip Rate (per 100sqm)	Trips	Trip Rate (per 100sqm)	Trips
08:00-09:00	2.64	9	2.14	7	4.77	16
17:00-18:00	6.23	21	6.89	23	13.11	44

**Errors in arithmetic are due to rounding*

5.3.2 The trip rates show that the retail unit can be expected to generate 16 two-way trips during the AM peak period and 44 two-way trips during the PM peak hour.

5.4 Vehicular Trip Generation Summary

5.4.1 When the residential and commercial trips are combined, the Neighbourhood Centre is expected to generate 21 two-way trips in the AM Peak and 49 two-way trips in the PM Peak.

5.4.2 It is acknowledged that the access and egress junctions and the loop road will also be utilised by vehicles travelling to and from the future school to the west, which will increase the number of vehicle trips accessing and egressing the site in each peak period. This includes trips associated with pupils being dropped off and picked up as well as staff.

5.4.3 At this stage, the proposals for the school have not come forward and it is not possible to quantify the vehicle trips associated with it. The WSTM4 provides trip rates for primary schools which are calculated per pupil. It is expected that the trip generation for the school will be calculated within a separate Transport Statement which comes forward as part of a future reserved matters application for the school land.

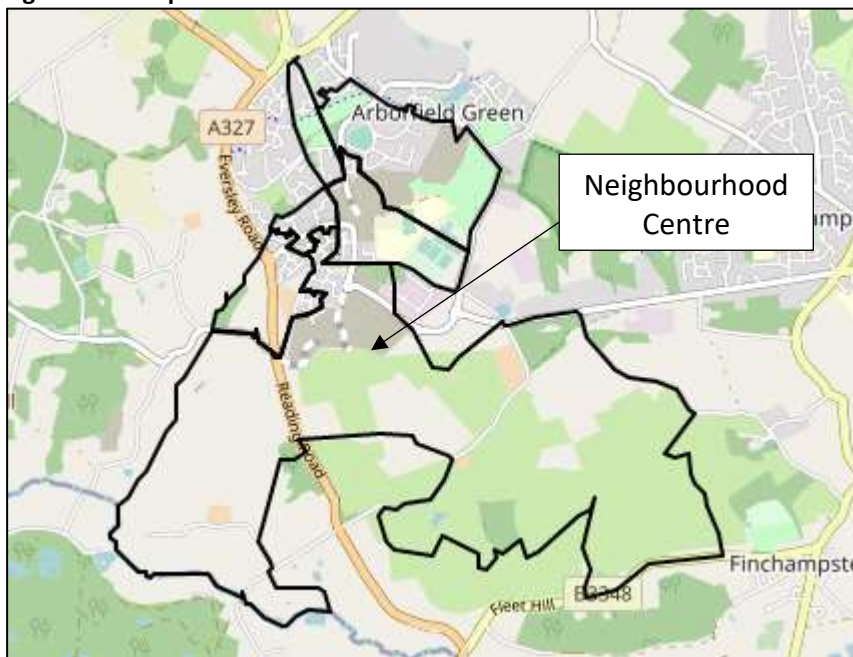
5.4.4 The access and egress junctions and loop road has been designed to accommodate the trips associated with all land uses. The design has evolved following consultation with WBC during the pre-application stages and aims to maximise capacity for accessing and egressing vehicles at peak times.

5.5 Multi-Modal Trip Generation

5.5.1 In order to assess the likely travel methods used by future residents of the apartments above the retail unit, 'Method of Travel to Work' data obtained during the 2021 census has been analysed for the output areas surrounding the site.

5.5.2 The Neighbourhood Centre is located within the E00188503 output area which covers Finchwood Park. Given that the Finchwood Park development was only partly occupied at the time of the 2021 census, five surrounding output areas which incorporate earlier parcels of residential development and wider SDL have been included. This is illustrated in Figure 5.1.

Figure 5.1: Output Areas



Source: Nomis Statistics

5.5.3 Data for the output area has been adjusted to remove those who stated that they work from home. From calculating the likely number of vehicular trips, it is possible to derive the likely number of trips made by other methods using the 2021 census modal split. This is provided overleaf in Table 5.3 with raw data contained as **Appendix C**.

Table 5.3: 2021 Census Method of Travel to Work – 18 dwellings

Method of Travel	Percentage of total	AM 2 Way Trips	PM 2 Way Trips
Underground, Metro, Light Rail, Tram	0%	0	0
Train	2%	0	0
Bus, Minibus or Coach	3%	0	0
Taxi	0%	0	0
Motorcycle, Scooter or Moped	1%	0	0
Driving a Car or Van	86%	5	5
Passenger in a Car or Van	3%	0	0
Bicycle	2%	0	0
On Foot	3%	0	0
Other	1%	0	0

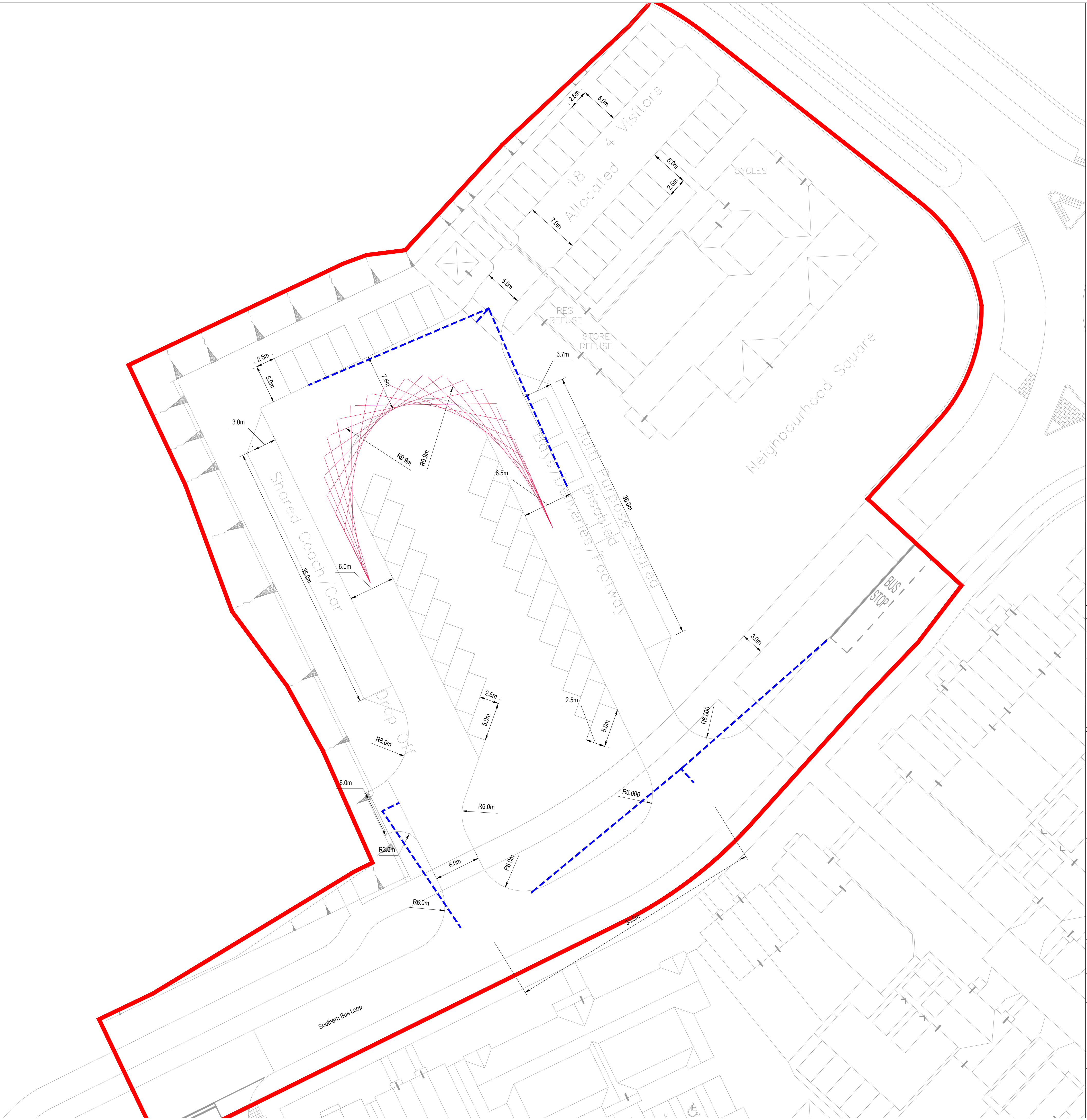
- 5.5.4 Owing to the relatively high percentage modal share of car drivers and the overall low number of trips which will be generated in each peak hour, the forecast trips made by non-car modes based on the Census data does not exceed 1 for any mode.
- 5.5.5 The travel characteristics of those residing in the local area have been calculated using data collected during the 2021 census. It is recognised that there are limitations to the validity of this dataset, as Nomis have confirmed the following COVID-19 related matters which may have affected travel to work on the census day:
- A nationwide lockdown was still in place, requiring people to work from home wherever possible.
 - Non-essential retail and businesses were closed.
 - Around 7% of the population were self-isolating with symptoms consistent with COVID-19.
 - Key workers who were working outside of their homes were encouraged to avoid public transport where possible.
 - The Government's furlough scheme was in place and affected up to 5.6 million people in England and Wales. While guidance was issued with the census on how furloughed individuals should respond to the question, Nomis have stated they are unable to determine if people followed the guidance.
- 5.5.6 As such, the travel to work data from the 2021 census may not accurately reflect travel patterns throughout the period covered by the census. While the data will be used to determine the baseline modal share, the actual profile of how residents travel may be more sustainable than reflected in the census data once the site is occupied.
- 5.5.7 The data is also based on a relatively small sample size of 585 people who were over the age of 16 and in employment the week before the census, when removing those that work from home.
- 5.5.8 Importantly, this data also does not take into consideration the full build out of all infrastructure provided as part of Hogwood Farm or the wider SDL, all of which will facilitate more sustainable travel and make the development less reliant on the private car. This is further supported through careful site design with opportunities taken to maximise permeability on foot and cycle.

- 5.5.9 The trips generated by the development across all modes of transport are not expected to have a severe or detrimental impact on the safety and operation of the surrounding highway network. The predicted trip generation is also consistent with that of the Transport Assessment and wider principles of assessment which formed part of the outline consent.

6 CONCLUSION

- 6.1.1 This TS has been prepared to accompany a Reserved Matters planning application for the Neighbourhood Centre at Hogwood Farm (Finchwood Park), which will comprise two retail units and 18 dwellings. Details of access, appearance, landscaping, layout and scale are also to be considered.
- 6.1.2 This TS supports the TA prepared as part of the hybrid planning application and demonstrates that the proposals are acceptable from a transport and highways perspective, with no unacceptable cumulative impacts upon highways safety or capacity.
- 6.1.3 The Neighbourhood Centre will be served by separate access and egress points for vehicles from the Southern Bus Loop (SBL). The junctions will be joined by a loop road, facilitating access to a shared parking area for the future school to the west and the commercial land use within the Neighbourhood Centre. The loop road will also provide access to a future staff parking area for the school (which falls outside of the red line boundary for this application) and the apartments above the retail use.
- 6.1.4 The access/egress junctions and loop road have been designed to ensure that they are accessible for large vehicles including buses, a rigid truck, a refuse vehicle and a fire tender. Furthermore, visibility splays have been assessed from the egress junction to demonstrate that vehicles are able to see 25m to their left and right, when measured 2.4m back from the give-way line.
- 6.1.5 Overall, this TS demonstrates that the proposals meet the design standards and principles set out within local and national guidance. Safe access is achievable for motorised and non-motorised users of the site and the local highway network is deemed suitable in accommodating the vehicular movements associated with the proposed development.

FIGURES / DRAWINGS



General Notes

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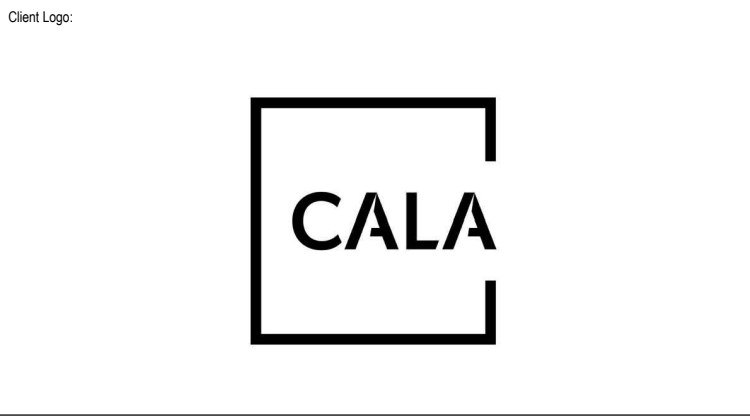
Legend

2.4m x 25m visibility splay in accordance with Manual for Streets (MfS) Table 7.1 and 20mph design speed

Forward visibility splay, calculated in accordance with Table 8.2 of Manual for Streets 2 (2010)

Rev	Date	Description	Drawn / Checked / App'd
P021	15/07/2024	Second Issue	ELI/MKM
P01	05/07/2024	Planning Issue	ELI/MKM

Stability: S2 - Suitable for Information



Client: CALA Homes

Job: Hogwood Farm Neighbourhood Centre

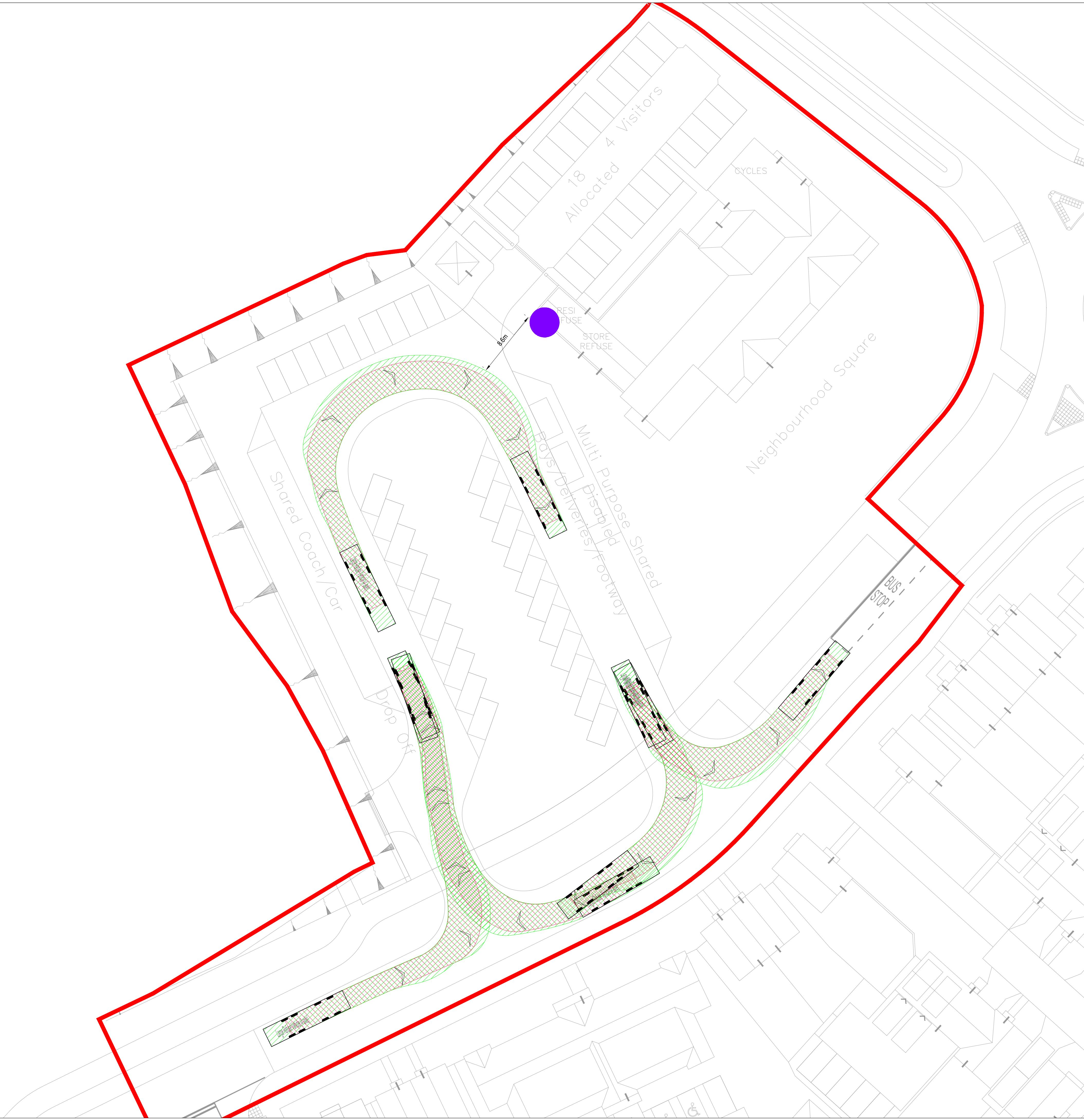
Title: Highway Geometry and Visibility Splays

Classification: FL_60_20
Scale @ A1: 1:250

certificat HAS Constructionline

Project - Originator - Volume/System - Level/Location - Type - Discipline - Number
C86557 - JNP - 66 - XX - DR - T - 7202 P02

Reason: Document/Drawing Number



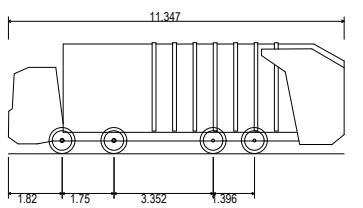
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Legend

Maximum 10m carry distance from bin stores to parked collection vehicles in accordance with WBC Waste & Recycling Guidance for Developers

Bin Store Location for the Apartments



Large Refuse Vehicle (4 axle)	11.347m
Overall Length	2.500m
Overall Width	3.751m
Overall Body Height	0.246m
Min Body Ground Clearance	2.500m
Track Width	6.03s
Lock to lock time	11.330m
Wall to Wall Turning Radius	

P02	15/07/2024	Second Issue	EL/KMKM
P01	05/07/2024	Planning Issue	EL/KMKM

Rev	Date	Description	Drawn / Checked / App'd
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Stability: S2 - Suitable for Information

Client Logo:



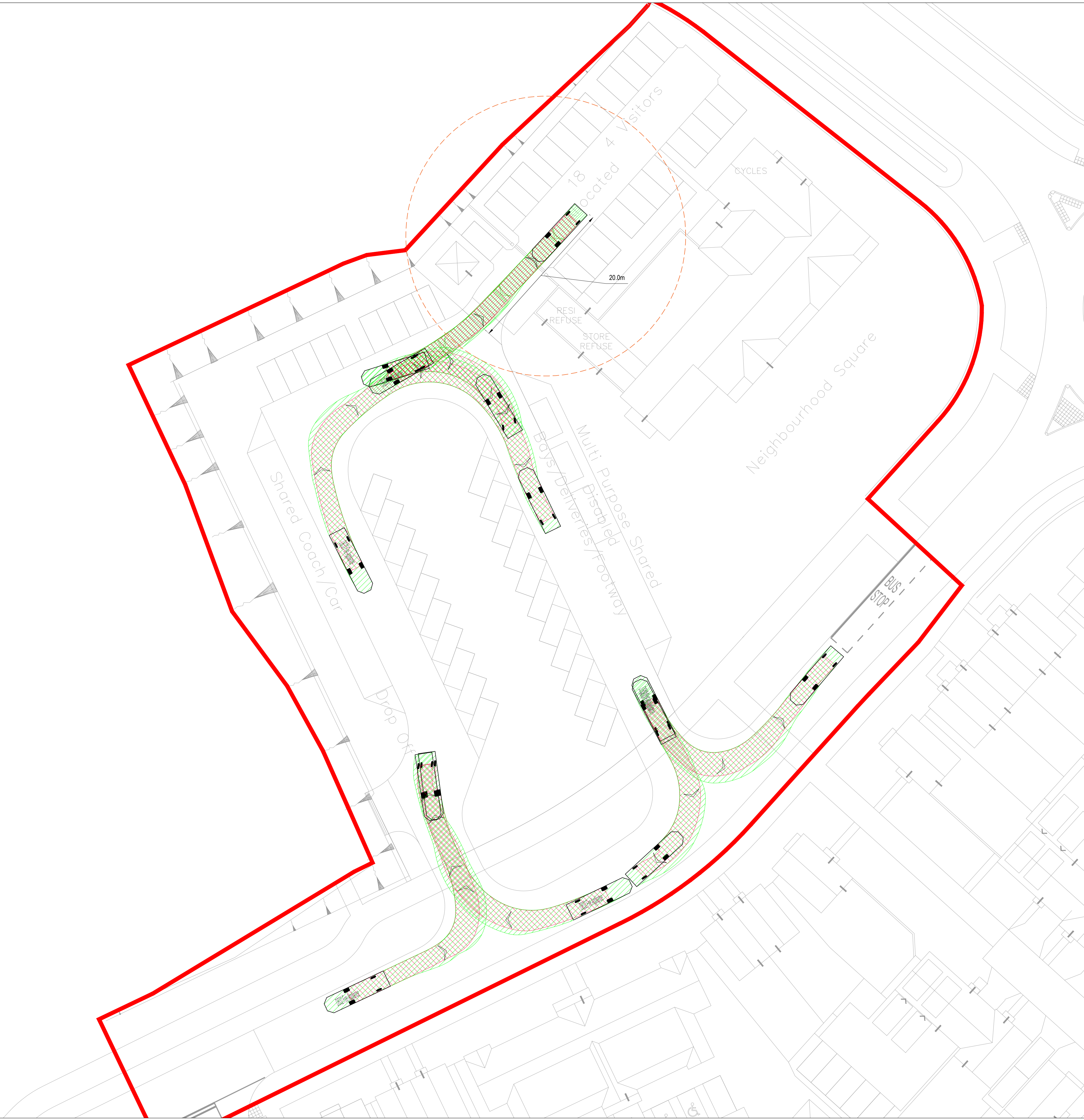
Client: CALA Homes

Job: Hogwood Farm Neighbourhood Centre

Title: Swept Path Analysis - Refuse Vehicle

Classification: FL_60_20				
Scale @ A1: 1:250	Accredited Contractor	Constructionline	Supplier No. 000019	

Project - Originator - Volume/System - Level/Location - Type - Discipline - Number	Revision
C86557 - JNP -66 -XX- DR -T -7203	P02
Document/Drawing Number	

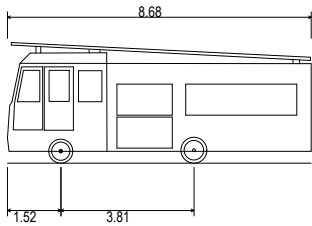


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Legend

- 20m → Maximum 20m reversing distance from turning point, in accordance with Building Regulations Approved Document B (2019 edition, incorporating 2020 and 2022 amendments)
- 18m radius from fire tender to dry riser, in accordance with Building Regulations Approved Document B (2019 edition, incorporating 2020 and 2022 amendments)



DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.510m
Kerb to Kerb Turning Radius	

P02	15/07/2024	Planning Issue	EL/KMKM
P01	05/07/2024	Planning Issue	EL/KMKM

Rev	Date	Description	Drawn / Checked / App'd
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Stability: S2 - Suitable for Information

Client Logo:



Client: CALA Homes

Job: Hogwood Farm Neighbourhood Centre

Title: Swept Path Analysis - Fire Tender

Classification: FL_60_20				
Scale @ A1: 1:250	Accredited Contractor	Constructionline	Supplier No. 000019	

Project - Originator - Volume/System - Level/Location - Type - Discipline - Number	Reason:
C86557 - JNP - 66 - XX - DR - T - 7204	P02
Document/Drawing Number	



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Large Car	4.988m
Overall Length	1.733m
Overall Width	1.502m
Overall Body Height	0.287m
Min Body Ground Clearance	1.700m
Track Width	4.00s
Lock to lock time	6.200m
Kerb to Kerb Turning Radius	

P02	15/07/2024	Second Issue
P01	05/07/2024	Planning Issue
Rev	Date	Description
Stability:		

S2 - Suitable for Information

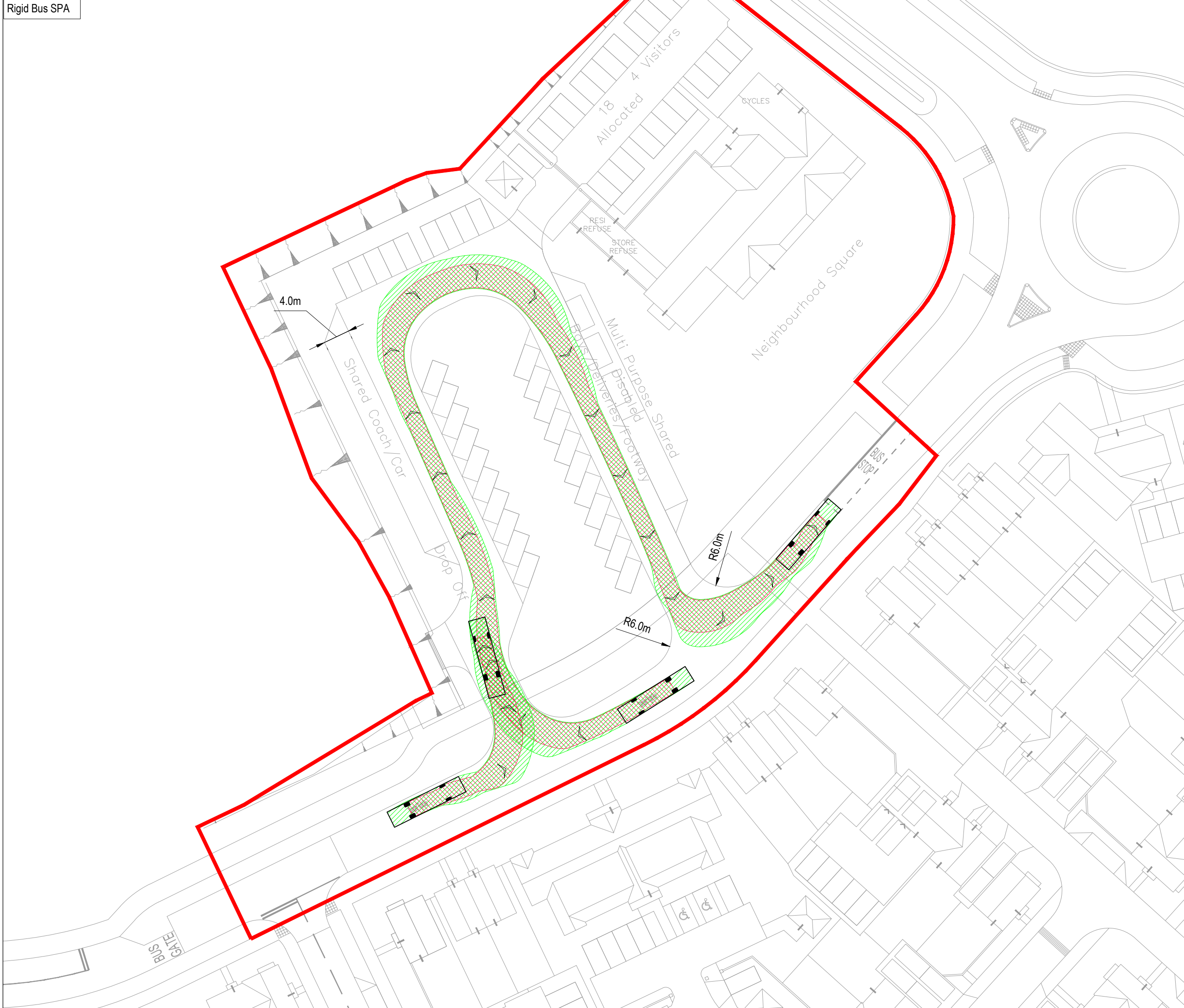


Client:	CALA Homes
Job:	Hogwood Farm Neighbourhood Centre
Title:	Swept Path Analysis - Large Car

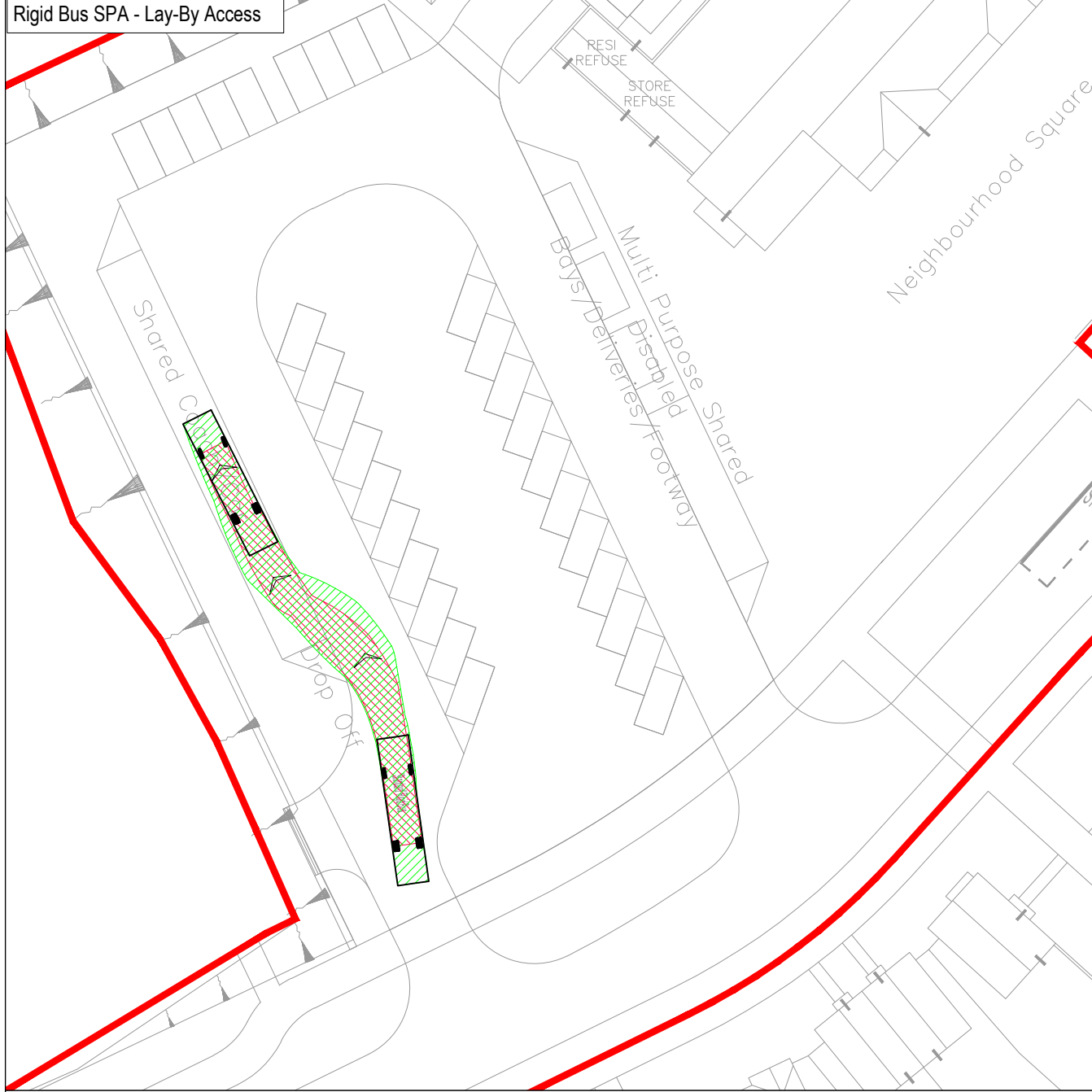
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C86557 - JNP -66 -XX-DR -T -7205	P02
Document/Drawing Number	

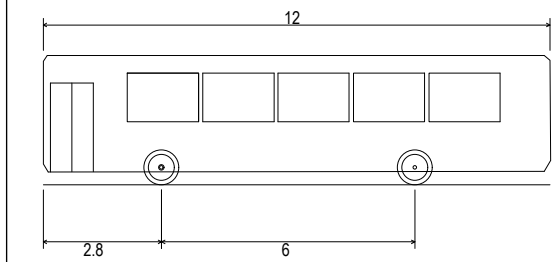
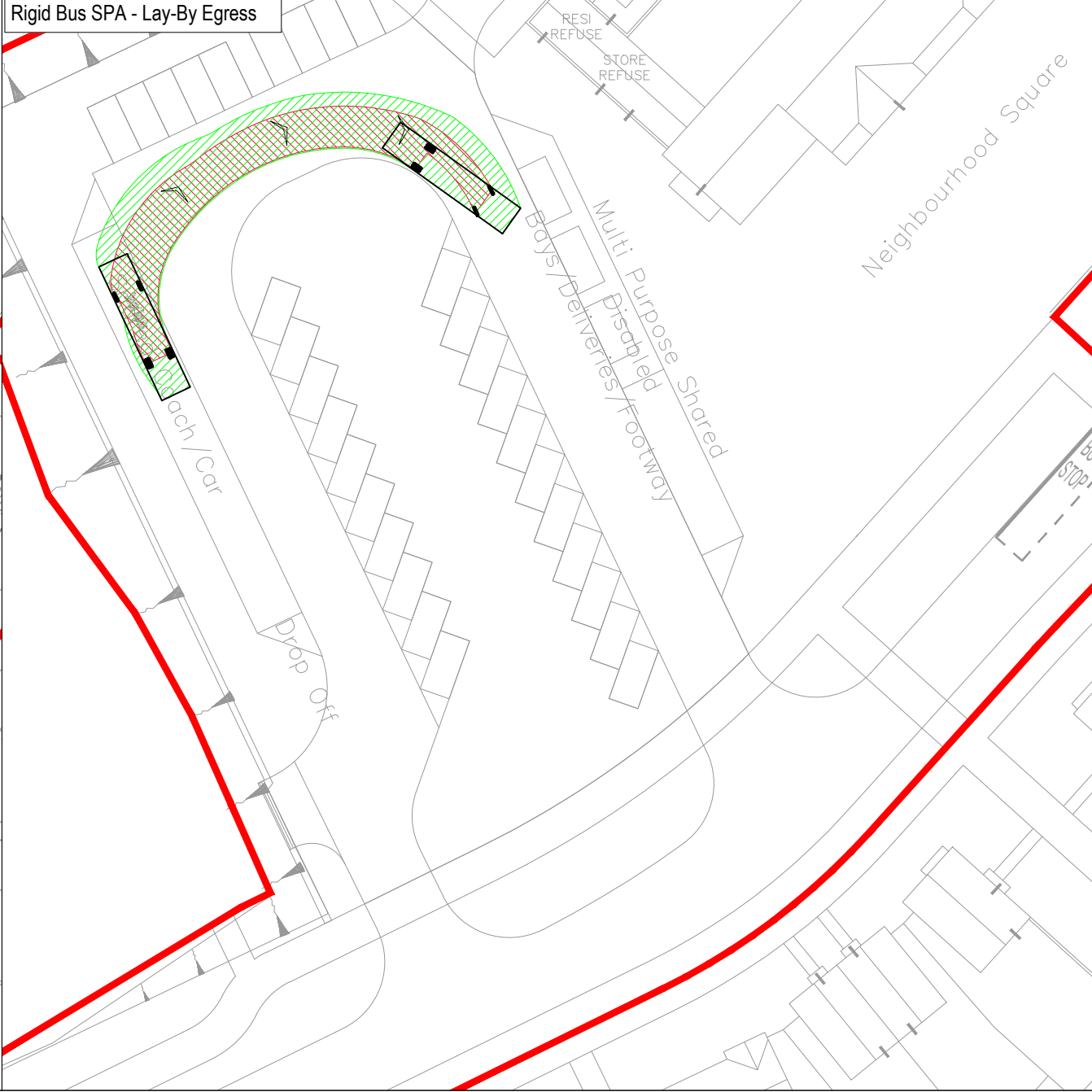
Rigid Bus SPA



Rigid Bus SPA - Lay-By Access

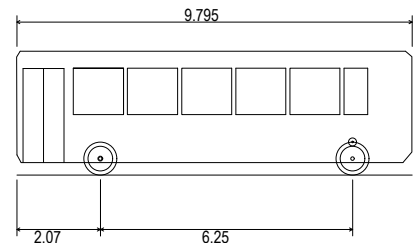
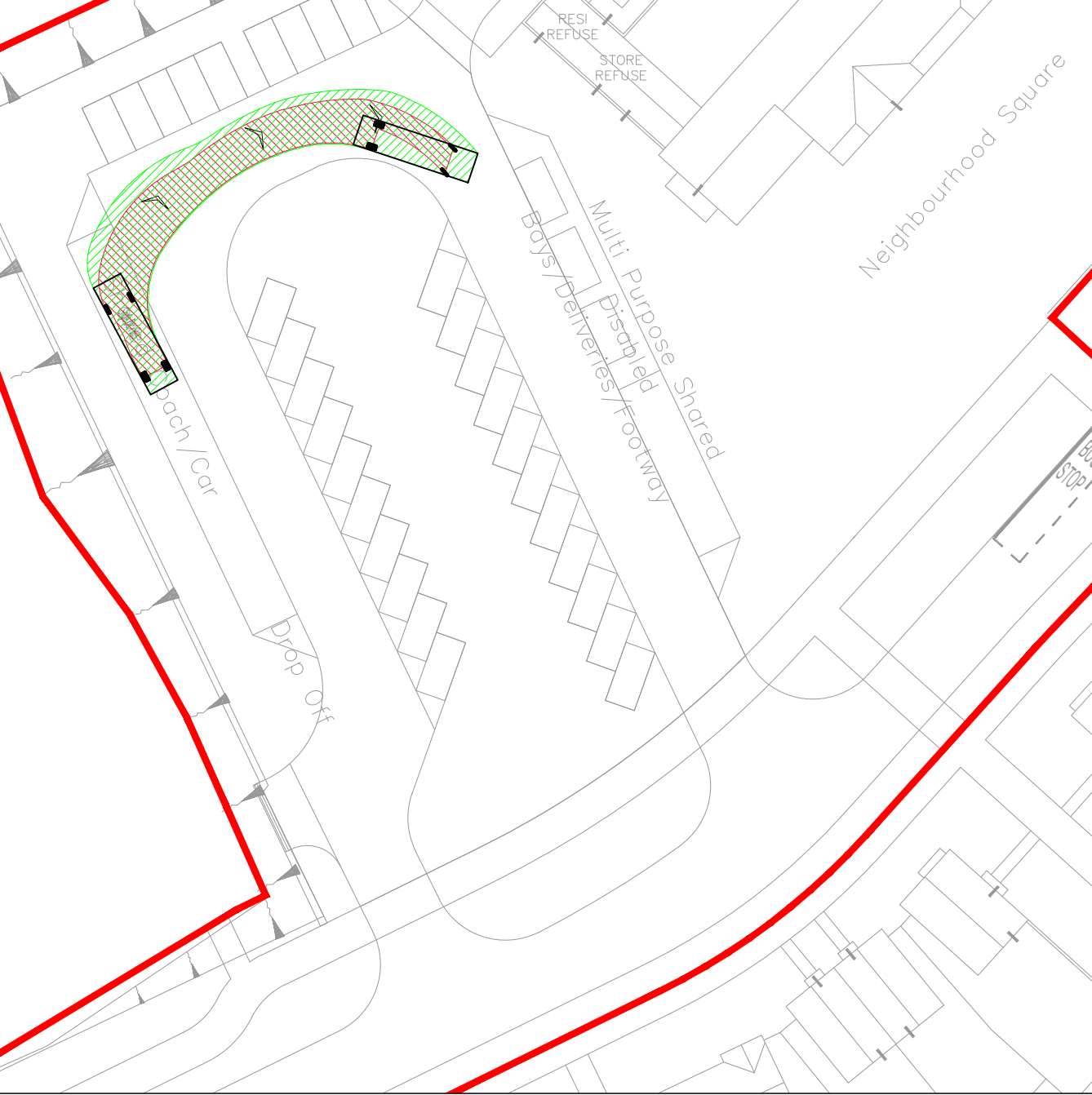


Rigid Bus SPA - Lay-By Egress



'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.063m
Min Body Ground Clearance 0.309m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m

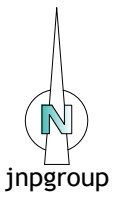
Single Deck Bus SPA



Single Deck Bus
Overall Length 9.795m
Overall Width 2.500m
Overall Body Height 3.070m
Min Body Ground Clearance 0.306m
Track Width 2.322m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 10.111m

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P02	15/07/2024	Second Issue	EL/KMKM
P01	06/07/2024	Planning Issue	EL/KMKM
Rev.	Date	Description	Drawn / Checked / App'd

Subsidiary: S2 - Suitable for Information

Client Logo:



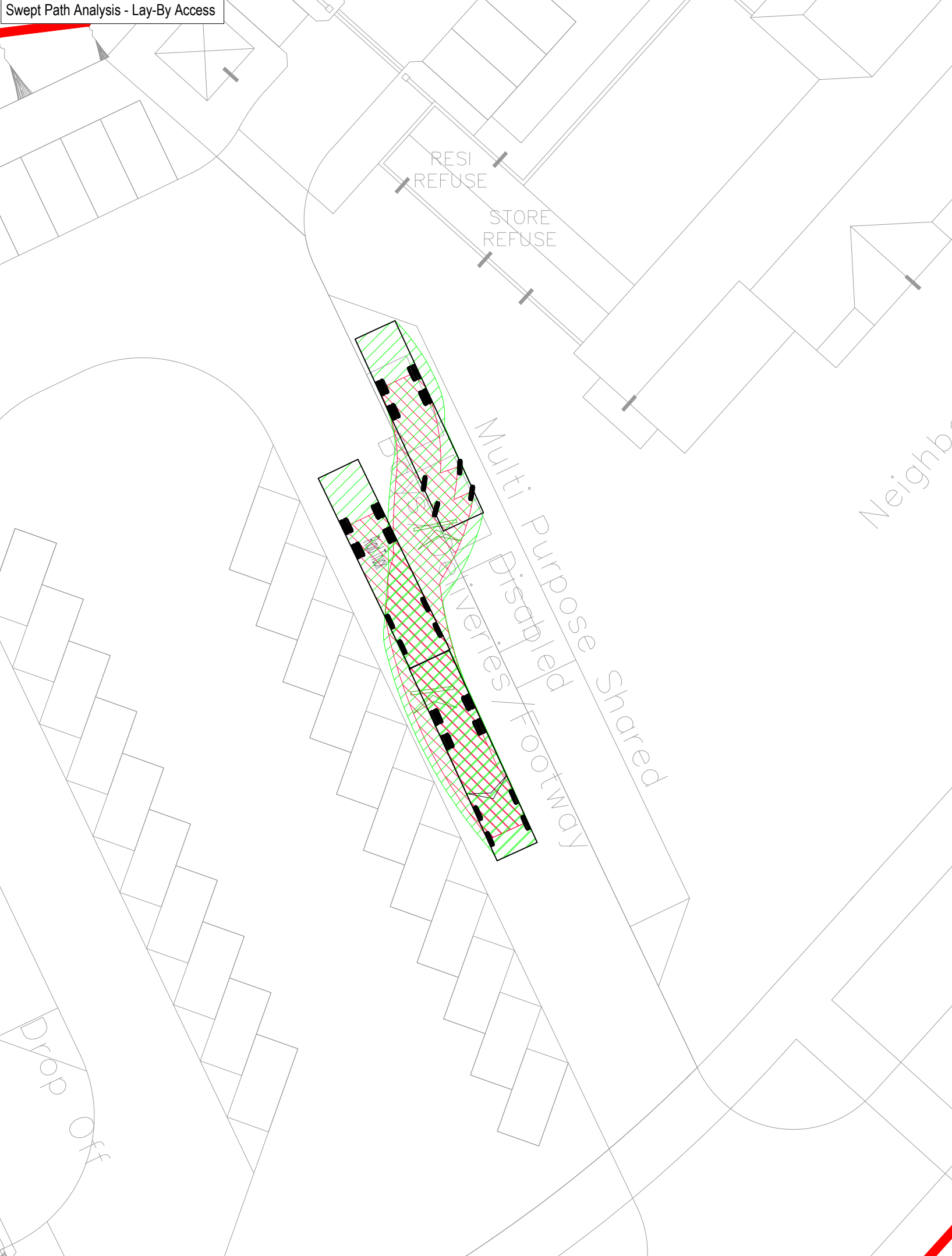
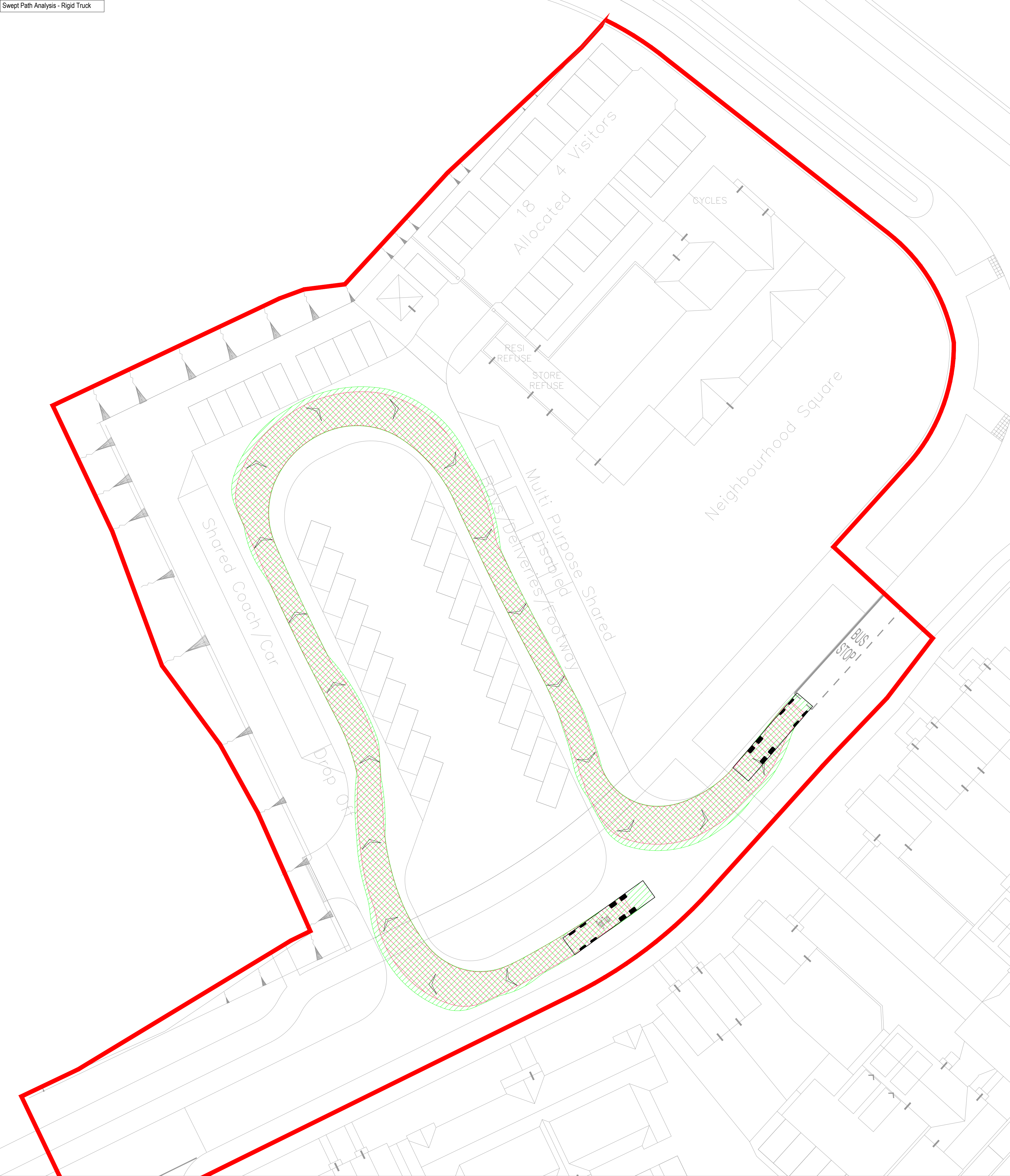
Client: CALA Homes

Job: Hogwood Farm - Neighbourhood Centre

Title: Swept Path Analysis - Bus

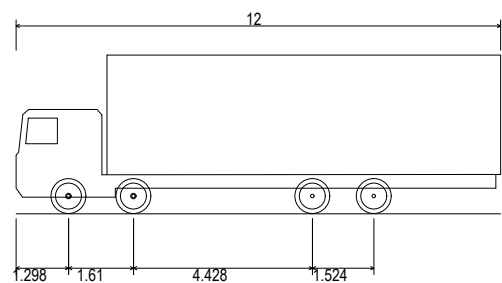
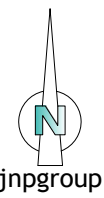
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Scale @ A1: 1:500	Accredited Contractor	Accredited Contractor	Accredited Contractor	Accredited Contractor

Project - Originator - Volume/System - Level/Location - Type - Discipline - Number
C86557 - JNP - 66 - XX - DR - T - 7206
Reason: P02



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Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

P02	15/07/2024	Second Issue	EL/KMKM
P01	05/07/2024	Planning Issue	EL/KMKM
Rev	Date	Description	Drawn / Checked / App'd

Subsidiary: S2 - Suitable for Information



Client:	CALA Homes
Job:	Hogwood Farm - Neighbourhood Centre
Title:	Swept Path Analysis - Rigid Truck
Classification:	FL 60_20
Scale @ A1:	1:500
Project - Originator - Volume/System - Level/Location - Type - Discipline - Number	C86557 - JNP - 66 - XX - DR - T - 7207
Reason:	P02

APPENDIX A: BREEAM ACCESSIBILITY INDEX CALCULATOR

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	286										
Average frequency per hour	1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	

NODE 2

Public transport type	Bus										
Distance to node (m)	179										
Average frequency per hour	1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	

Accessibility Index	1.30
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Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	30										
Average frequency per hour	1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	

NODE 2

Public transport type	Bus										
Distance to node (m)	218										
Average frequency per hour	1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	

Accessibility Index	1.36
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APPENDIX B: PARKING CALCULATOR



Hogwood Farm

Find Postcode

Total number of properties	18
Total allocated spaces	18
Total unallocated spaces	6

Access Map

Development location

Village

Reset Sheet

Development composition

[illegible]

APPENDIX C: 2021 CENSUS TRAVEL TO WORK DATA

TS061 - Method used to travel to work

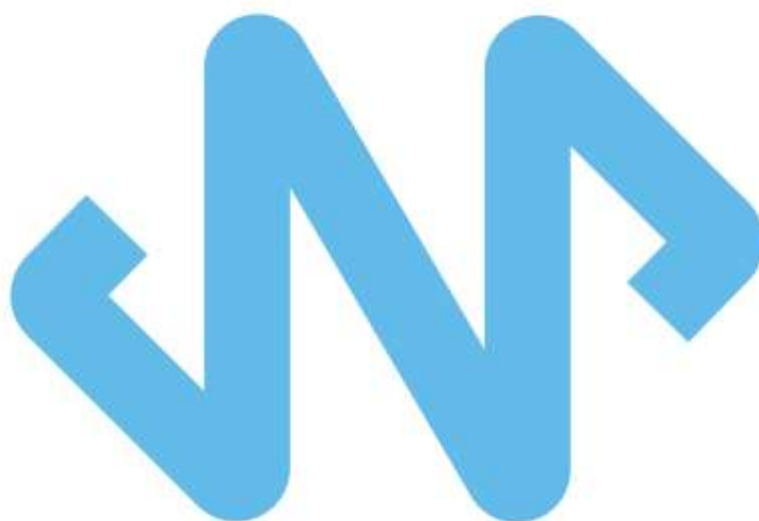
ONS Crown Copyright Reserved [from Nomis on 11 April 2023]

population All usual residents aged 16 years and over in employment the week before the census
units Persons
date 2021

Method of travel to workplace	E00083864	E00188347	E00188374	E00188424	E00188465	E00188503	Total	Total w/o WFH	%
Total: All usual residents aged 16 years and over in employment the week before the census	163	179	195	230	185	171	1,123	585	100%
Work mainly at or from home	68	102	95	72	105	96	538	0	-
Underground, metro, light rail, tram	0	0	0	0	0	0	0	0	0%
Train	1	1	2	0	3	2	9	9	2%
Bus, minibus or coach	4	0	3	7	0	4	18	18	3%
Taxi	0	0	0	0	0	0	0	0	0%
Motorcycle, scooter or moped	0	0	1	3	0	0	4	4	1%
Driving a car or van	85	68	91	133	68	59	504	504	86%
Passenger in a car or van	2	2	2	4	5	4	19	19	3%
Bicycle	2	0	0	5	0	2	9	9	2%
On foot	0	6	1	2	4	4	17	17	3%
Other method of travel to work	1	0	0	4	0	0	5	5	1%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021>.



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