

Job Name: Porsche Centre, High Wycombe, Buckinghamshire
Job No: 50782
Note No: 001
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Checked By: J Williams
Subject: **Transport Statement – Porsche Centre, High Wycombe**

1. Introduction and Background

- 1.1. Stantec have been appointed by Dealership Developments Ltd to provide a Transport Statement to support a full planning application for two car showrooms on the site of the former High Wycombe Leisure Centre – to be occupied by Porsche and Bentley.
- 1.2. The site was previously subject to an outline planning application as part of the wider Wycombe Sports Centre Redevelopment (application reference 12/06261/R4OUT) in May 2012 for “*a coachway to include park and ride services with 400 parking spaces and passenger facilities; new sports and leisure centre with 323 parking spaces; up to 34,791sqm of offices (Class B1) with parking for 850 cars; a 150 bed hotel (Class C1) with 50 car parking spaces; food store (Class A1) of up to 3,600sqm gross external floorspace with 200 parking spaces; an amenities building (Class D1) of up to 420sqm with 35 parking spaces; and associated access, landscaping and open space*”. This earlier planning application is referred to as the Wycombe Sports Centre Site Redevelopment. The masterplan for the 2012 outline scheme can be found in **Appendix A**.
- 1.3. The site upon which the proposed showrooms would be located falls within Phase 2 of the previous outline scheme – previously proposed to consist of four separate office blocks (Class B1), which will no longer come forward.
- 1.4. A new full planning application is now being submitted for the construction of two car showrooms, associated parking, and a service and repair compound, to be occupied by Porsche and Bentley – who form part of the VW Audi Group.
- 1.5. A Site Plan for the scheme is contained in **Appendix B**.
- 1.6. This Transport Statement includes:
 - Confirmation of the redevelopment proposals;
 - A review of the forecast trip generation – compared to that for the consented B1 Office use;
 - Confirmation of parking provision at the site and justification against local guidance;
 - A summary of the existing pedestrian / cycle / public transport provision to the site; and
 - Confirmation of any additional travel demand management measures (to promote and encourage more sustainable forms of travel by staff) to be implemented on-site.

2. Redevelopment Proposals

- 2.1. A full planning application is being submitted for the construction of two car showrooms, associated parking, and a service and repair compound, to be occupied by Porsche and Bentley – who form part of the VW Audi Group. The Site Plan for the scheme is contained in **Appendix B**.
- 2.2. The site is currently used as a short-term van storage facility.
- 2.3. In respect of floor area – the proposals are for 6,082m², broken down as follows:
 - Porsche Ground Floor GIA – 2,716m²
 - Porsche First Floor GIA – 1,219m²
 - Prep GIA – 492m²
 - Bentley Ground Flood GIA – 1,275m²
 - Bentley First Floor GIA – 380m²
- 2.4. The Porsche Showroom will consist of 27 display cars and 2 handover car bays, whilst the Bentley Showroom will consist of 5 display cars and 1 handover car bay.
- 2.5. In respect of staff, it is anticipated that a total of 58 staff will be employed across the Porsche and Bentley sites (26 and 32 respectively).

Site Access Proposals

- 2.6. Access to the site is proposed via a fourth arm of the Handy Cross mini-roundabout access. A fourth arm has been implemented and is currently used to access the short-term van storage facility, and this fourth arm was previously proposed as an access point to serve the proposed B1 Office scheme.
- 2.7. Handy Cross mini-roundabout provides links to the wider outline site, which now includes Wycombe Leisure Centre, a supermarket, a hotel, and a Park and Ride facility. To the north-west, Handy Cross mini-roundabout provides a connection to the A404 which connects with M40 Junction 4 to the south and High Wycombe Town Centre to the north.
- 2.8. To support the showroom proposals, the fourth arm of Handy Cross mini-roundabout will be amended as shown on the Site Plan in **Appendix B** – with the access proposed to come off the mini-roundabout in a south west direction, in comparison to the western direction in the outline scheme, and that constructed to date. The access road then provides separate access points to the Bentley dealership to the north, Porsche dealership to the west, and additional car parking to the south.
- 2.9. A swept path analysis of the access proposals has been completed and is contained within **Appendix C**. The analysis demonstrates all movements can be performed.
- 2.10. The access will include an informal crossing point for pedestrians crossing this fourth arm of the mini-roundabout.

3. Vehicle Trip Generation Review

- 3.1. Stantec have undertaken a trip generation review with reference to the national TRICS trip rate database for different land-uses. Vehicle trip generation is presented in **Table 1** for both the new Porsche development and the previously consented office blocks for this site (20,691m²).

- 3.2. The showroom TRICS outputs are provided within **Appendix D** and have been filtered to sites in England only (excluding London), and sites in Edge of Town Centre, Suburban, Edge of Town only – considered most appropriate to the characteristics of this site in High Wycombe.

Table 1 - Summary of Vehicle Trip Generation

| | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | |
|--|------------------------|------------|-------------|------------------------|-------------|-------------|
| | Arriving | Departing | Two-way | Arriving | Departing | Two-way |
| TRICS Rates 2012 TA | 1.978 | 0.299 | 2.277 | 0.305 | 1.694 | 1.999 |
| Office Site (20,691m² GFA)¹ | 409 | 62 | 471 | 63 | 351 | 414 |
| TRICS Rates – Proposed Development | 0.848 | 0.380 | 1.228 | 0.330 | 0.644 | 0.974 |
| Proposed Site (6,082 m² GIA) | 52 | 23 | 75 | 20 | 39 | 59 |
| Net Change | -357 | -39 | -396 | -43 | -312 | -355 |

- 3.3. Overall, there is forecast to be significantly less trips associated with the proposed scheme for two car showrooms, then that previously consented for office use. Therefore, the impact on the highway network will be significantly less than that previously assessed.
- 3.4. Since the TRICS rates used in the Transport Assessment for office use were derived in 2012, a further review of recent TRICS rates for B1 office has been completed as a sensitivity test.
- 3.5. Using the latest TRICS, 20,691m² office use would be forecast to generate 370 / 376 two way vehicle trips in the AM / PM hours respectively. Therefore, using these updated rates still results in a significant reduction in vehicle trips when the site is redeveloped as two car showrooms. These TRICS rates are contained within **Appendix E**. The previous Transport Assessment for the Wycombe Sports Centre Site Redevelopment can be provided upon request.

4. Proposed Parking Provision

Car Parking

- 4.1. A summary of the proposed spaces for the Site is provided in **Table 2** below, with reference to the Buckinghamshire Council’s parking standards².

Table 2 – Summary of Proposed Vehicle Parking Provision

| BC Parking Standards | BC Suggested Provision (Minimum) – 6,082 m ² GIA | Proposed Provision |
|---|--|--------------------|
| B1/B2. Motorist centre/car servicing – 1 space per 53 sqm | 115 | 267 |

¹ GEA converted to GFA using a conservative 5% reduction for comparison with TRICS data.

² Buckinghamshire countywide parking guidance, September 2015. Available at: <https://www.wycombe.gov.uk/pages/Planning-and-building-control/Planning-policy/SPDs-and-guidance.aspx>

4.2. Overall, the site complies with the Buckinghamshire Council’s parking standards - which will minimise the risk of off-site parking. It is noted that this provision encompasses all aspects of parking on-site as follows (this includes both showrooms):

- Customer Parking – 49 Spaces
- Services Parking – 68 Spaces
- Demo Parking – 12 spaces
- Vehicle Storage – 36 spaces
- Staff Parking – 62 spaces
- Courtesy Cars – 6 Spaces
- Display Parking – 32 Spaces

4.3. Two disabled bays within each of the Porsche and Bentley car parks will be provided. This forms 8% of customer parking on-site, which complies with the Buckinghamshire Council’s parking standards. Additional disabled bays for staff will be reviewed upon employment.

4.4. 10 spaces are allocated as electric vehicle charging spaces (two of which will be 320kW rapid chargers).

4.5. The layout of the proposed parking provision is shown on the Site Plan in **Appendix B**.

Cycle Parking

4.6. A summary of the proposed cycle spaces for the Site is provided in Table 3 below, with reference to the Buckinghamshire Council’s parking standards.

4.7. A.1 Retail has been deemed most appropriate for the proposed redevelopment, based on the land uses in the guidance.

Table 3 – Summary of Proposed Cycle Parking Provision

| BC Parking Standards | BC Suggested Provision (Minimum) – 6,082 m² GIA | Proposed Provision |
|----------------------------------|---|---------------------------|
| A1. Retail – 1 space per 205 sqm | 25 | 20 |

4.8. It is noted that the proposed provision is lower than the recommended minimum, however 20 spaces accommodates for 35% of the total staff (52) that are expected to be on site at any one time.

4.9. As such, this is deemed to be sufficient provision. Demand will however be reviewed, and further cycle spaces provided if required.

5. Pedestrian, Cycle, and Public Transport Accessibility

5.1. The internal spine road through the wider outline scheme for Wycombe Sports Centre provides safe and convenient routes between the different hubs, including to the Park and Ride site.

5.2. Toucan crossing facilities are located to the north of the site enabling pedestrians and cyclists to cross to the footway / cycleway in the northern verge of the A404. This footway / cycleway provides accessibility to the residential areas of High Wycombe, as well as to / from the Town Centre.

- 5.3. The High Wycombe Coachway Park and Ride (P&R) interchange facility is located to the south-west of the Site – with the stops within 300m from the site access of the car showroom site. This provides an inter-urban regional link, including routes to the centre of High Wycombe and London.
- 5.4. Due to the P&R nature of the interchange, the 8 and X8, which form part of the P&R service, frequently route through the Coachway stop, providing links to the local railway, bus station, hospital and Cressex Business Park. The Coachway is also served by regional buses 158 and 800 to Marlow and Reading, respectively. These buses provide a combined service frequency to High Wycombe every 20 minutes.
- 5.5. A Travel Plan has been prepared for the Site which will encourage the use of alternative methods of travel to the Site other than the private car.

6. Conclusions

- 6.1. This Transport Statement confirms that there is not anticipated to be any material traffic impact as a result of the redevelopment proposals.
- 6.2. There will be an overall net reduction in forecast traffic flow and parking demand as a result of the proposed change in use of the site from the B1 office scheme previously proposed and approved, to the latest car showroom proposals.
- 6.3. On the basis of the above, there is no transport associated reason why this redevelopment should not be consented.

DOCUMENT ISSUE RECORD

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TECHNICAL NOTE



Appendix A Consented Masterplan

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Appendix B Proposed Site Plan

Appendix D Car Showroom TRICS Outputs

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Appendix E Office TRICS Rates