ttp consulting

transport planning specialists

Cinch Self Storage

Richmond House, Woking

Transport Statement

March 2024

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Contents

Appendices

1 INTRODUCTION

1.1 TTP Consulting has been appointed to provide transport planning advice in relation to the site at Richmond House, Woking. The site is located off Forsyth Road approximately 2.5 kilometres to the east of Woking town centre. **Figure 1.1** provides a site location plan.

Figure 1.1: Site location plan

Background

1.2 The site contains a two-storey building and associated car parking. The site is occupied by Cinch Self Storage following the change of use (under planning consent reference 2023/0238) from Class B2 to Class B8 & E(g)(i) in 2023. The building currently comprises 3,074sqm self-storage warehousing and 332sqm of office space. The build out of office and warehouse space varies from the approved drawings with less office at first floor and more at second floor.

1.3 An application (planning reference 2023/0731) for the installation of 'drive-up' units and the reconfiguration of on site parking was refused in October 2023 on transport grounds. The decision notice stated that:

"…the applicant has not demonstrated that there would be adequate parking and turning within the site to support the existing and proposed employment uses and that there would be parking for displaced vehicles within the site or surrounding roads without causing adverse amenity impacts and inconvenience to other highway users."

1.4 This Transport Statement (TS) has been prepared to accompany a new planning application for the installation of drive-up units and reconfiguration of the car park. The application seeks retrospective permission for the change of use in floor area to reflect the actual build-out

compared to the consented scheme (2023/0238). The proposals will result in an increase in self-storage area of 324sqm and changes to the parking layout to provide a total of 25 car and van parking spaces and 10 cycle parking spaces. Use of the B8 space will be limited to self-storage only and it is anticipated that this would be conditioned. Any proposals to broaden the land use would therefore require a separate application to amend the condition. The TS considers the effect of the proposals on parking demand and vehicle movements and addresses the transport concerns raised during the previous application.

2 PROPOSED DEVELOPMENT

2.1 The development proposal seeks to provide drive-up self-storage units at the site which can be accessed independently of the main building. The proposals include reconfiguration of the car park/ yard to the front of the site in order to accommodate the units.

2.2 The proposals will result in an increase in self-storage provision of 324sqm through the provision of 18 drive-up units. There will be a total of 25 parking spaces to serve the site including one accessible bay and four larger bays capable of accommodating vans.

2.3 No changes are proposed to the site access which will continue to be via the access road from Forsyth Road. It is proposed to limit the size of vehicles allowed access to the site to large vans eg transit type vans and service vehicles ie refuse lorries. The largest vehicle which will require access to the site is expected to be a refuse collection vehicle.

3 PARKING

Car parking

3.1 The reconfigured car park will provide 25 parking spaces including one accessible and four larger van bays.

3.2 The appropriate parking provision has been calculated having reference to data from the TRICS database as well as local standards. The office parking provision is based on the standards set out in the Woking Parking SPD which specifies parking at a ratio of 1 space per 30sqm. Applying this to the office accommodation results in a need for 12 car parking spaces.

3.3 The Woking Parking SPD specifies parking for B8 Storage/distribution at a ratio of 1 car space per 100sqm and 1 lorry space per 200sqm. Applying this to the total proposed B8 floor space, would result in the provision of over 30 spaces to serve the B8 element of the site.

3.4 However, the site is occupied by a self-storage operator rather than providing storage/ distribution warehousing. Reference has therefore been made to data extracted from TRICS for similar self-storage sites. A total of five sites were identified and the parking demand by floor areas were calculated based on the maximum car park occupancy observed during surveys.

3.5 The average demand was found to be 0.21 spaces per 100sqm while the busiest site had a demand of 0.37 spaces per 100sqm. It is proposed to provide 13 spaces to serve the Richmond House facility. This equates to a parking ratio of 0.42 spaces per 100sqm.

3.6 A copy of the self-storage parking demand assessment, including details of the relevant TRICS sites, is included as **Appendix A** to this report.

Cycle parking

3.7 Cycle parking will be provided in line with the standards set out in the Woking Parking SPD, as summarised in **Table 4.1**.

Table 4.1: Cycle parking provision

Land use	Cycle parking standard	Spaces
Office	1 space per 125sqm	3
Warehousing	1 space per 500sqm	7
Total		**10**

3.8 A total of 10 cycle parking spaces will be provided in the form of five Sheffield stands. These will be located on the northern side of the site adjacent to the main building.

4 DELIVERIES AND SERVICING

4.1 It is anticipated that there will be minimal deliveries to the site with these being generally limited to office supplies such as stationery. These are expected to be undertaken using transit style vans which will be able to utilise the larger parking spaces provided.

4.2 The largest vehicle which is expected to require access to the site is a refuse lorry. Swept path analysis has been undertaken which demonstrates that such vehicles will be able to enter and exit the site in forward gear, turning around within the site. This is shown in **Appendix B**.

4.3 Refuse storage will be provided in dedicated bin stores to be provided to the south of the building. The bin store has been sited to allow vehicles to stop within easy distance of the stores.

5 TRIP GENERATION

5.1 In order to assess the effect of the proposals on vehicle numbers accessing the site a trip generation assessment has been undertaken. Trip rates have been obtained from the TRICS database of surveys for self-storage land uses located in England, excluding Greater London. The trip assessment used data from the same set of sites as was used in the parking assessment.

5.2 The TRICS output files are located at **Appendix C**. A summary of the trip rates used and the resultant trips associated with the proposed increase in self-storage floorspace is shown in Table 5.1.

Table 5.1: Vehicle trip assessment

Period	Self-storage trip rates (per 100sqm)			Vehicle trips (324sqm)		
	In	Out	2-way	In	Out	2-way
8am - 9am	0.120	0.085	0.205	0	0	1
12 noon – 1pm	0.228	0.223	0.461	1	1	1
5pm - 6pm	0.063	0.142	0.205	0	0	1

5.3 The proposed installation of 18 self-storage drive up units equates to an increase of 324sqm of self-storage space. Table 5.1 demonstrates that this is likely to result in only a minor increase in trips to the site. This represents a negligible change which will have no noticeable effect on traffic conditions.

6 CONCLUSION

6.1 TTP Consulting has been appointed to provide transport planning advice in relation to the proposed installation of 18 self-storage drive up units at the Cinch Self-Storage site in Woking. This Transport Statement has been prepared in support of the planning application for the proposed installation of 18 self-storage drive up units. Retrospective consent is also sought for the change of use arising from variations from the consented scheme.

6.2 In summary it is considered that:

- The proposed increase in self-storage will not result in any significant increase in vehicle trips to the site.
- An appropriate provision of car parking, comprising 25 spaces, will be provided on site to serve the existing and proposed use.
- Cycle parking will be provided in the form of five Sheffield stands.
- Swept path analysis has demonstrated that the site can accommodate the movements of a refuse vehicle which is expected to be the largest vehicle to require access to the site.

6.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 115, which states that:

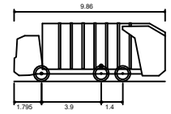
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Appendix A
Self-storage parking analysis

						Parking Spaces				Max Occupancy				Parking Ratio (100sqm)	
Reference	**Description**	**Town/City**	**Location**	**EMPLOY**	**GFA**	**Total**	**Cars**	**LGV**	**HGV**	**Total**	**Cars**	**LGV**	**HGV**	**Supply**	**Demand**
CU-02-E-01	BOX CLEVER SELF STORAGE	CARLISLE	Edge of Town	2	3,100	*9*	7	2	0	*5*	4	3	0	0.29	0.16
NG-02-E-02	BIG YELLOW SELF STORAGE	NOTTINGHAM	Suburban Area (PPS6 Out of Centre)	4	2,860	*10*				*4*	4	1		0.35	0.14
NY-02-E-01	SELF STORAGE	SELBY	Edge of Town	3	1,350	*10*				*5*	2	3		0.74	0.37
SD-02-E-01	BIG YELLOW SELF STORAGE	SWINDON	Suburban Area (PPS6 Out of Centre)	3	4,925	*25*	20	5		*13*	10	1	1	0.51	0.26
TW-02-E-01	1ST STORAGE	GATESHEAD	Suburban Area (PPS6 Out of Centre)	4	5,500	*20*	17	3		*11*	8	2	1	0.36	0.20
					17,735					38				0.45	0.21

Appendix B
Swept path analysis

Rev	Details	Drawn	Checked	Date
A	Site layout updated	MG	SG	21.02.24



Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Key:	
	Container units
	Van bays
	Parking bays

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Cinch Self Storage

Project

Cinch, Woking

Drawing Title

Swept Path Analysis Using a Large Refuse Vehicle

Scale

1:250 at A3

Drawn	MW	31.01.24
Checked	SG	31.01.24

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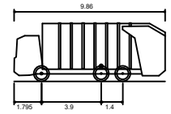
Drawing Number

2024-4973-AT-103

Rev

A

Rev	Details	Drawn	Checked	Date
A	Site layout updated	MG	SG	21.02.24



Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Key:	
	Container units
	Van bays
	Parking bays

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Cinch Self Storage

Project

Cinch, Woking

Drawing Title

Swept Path Analysis Using a Large Refuse Vehicle

Scale

1:250 at A3

Drawn	MW	31.01.24
Checked	SG	31.01.24

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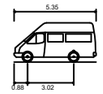
Drawing Number

2024-4973-AT-103

Rev

A

Rev	Details	Drawn	Checked	Date
A	Site layout updated	MG	SG	21.02.24



3.5t Panel Van based on a long wheelbase Ford Transit

Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5.850m

Key:	
	Container units
	Van bays
	Parking bays

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Cinch Self Storage

Project

Cinch, Woking

Drawing Title

Swept Path Analysis Using a 3.5t Panel Van

Scale

1:250 at A3

Drawn	MW	31.01.24
Checked	SG	31.01.24

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Drawing Number

2024-4973-AT-105

Rev

A

Appendix C
TRICS outputs

TTP Consulting 111-113 Great Portland Street London Licence No: 752101

Calculation Reference: AUDIT-752101-240222-0250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	SD	SWINDON	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	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:	1336 to 5500 (units: sqm)
Range Selected by User:	1336 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 15/10/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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:

Industrial Zone	3
Development Zone	1
No Sub Category	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

B8	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

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Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
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:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 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	3 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	5 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	5 days

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

LIST OF SITES relevant to selection parameters

1 CU-02-E-01 BOX CLEVER SELF STORAGE CUMBERLAND
MILLBROOK ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3100 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

2 NG-02-E-02 BIG YELLOW SELF STORAGE NOTTINGHAM
LENTON LANE
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2860 sqm
Survey date: THURSDAY *17/11/16* *Survey Type: MANUAL*

3 NY-02-E-01 SELF STORAGE NORTH YORKSHIRE
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 1350 sqm
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

4 SD-02-E-01 BIG YELLOW SELF STORAGE SWINDON
DRAKES WAY
SWINDON

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4925 sqm
Survey date: WEDNESDAY *21/09/16* *Survey Type: MANUAL*

5 TW-02-E-01 1ST STORAGE TYNE & WEAR
STONEYGATE CLOSE
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5500 sqm
Survey date: MONDAY *13/06/16* *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
SF-02-E-01	Undertaken during covid

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TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	3514	0.046	5	3514	0.017	5	3514	0.063
08:00 - 09:00	5	3514	0.120	5	3514	0.085	5	3514	0.205
09:00 - 10:00	5	3514	0.188	5	3514	0.165	5	3514	0.353
10:00 - 11:00	5	3514	0.171	5	3514	0.159	5	3514	0.330
11:00 - 12:00	5	3514	0.120	5	3514	0.097	5	3514	0.217
12:00 - 13:00	5	3514	0.228	5	3514	0.233	5	3514	0.461
13:00 - 14:00	5	3514	0.148	5	3514	0.125	5	3514	0.273
14:00 - 15:00	5	3514	0.159	5	3514	0.188	5	3514	0.347
15:00 - 16:00	5	3514	0.148	5	3514	0.154	5	3514	0.302
16:00 - 17:00	5	3514	0.120	5	3514	0.125	5	3514	0.245
17:00 - 18:00	5	3514	0.063	5	3514	0.142	5	3514	0.205
18:00 - 19:00	5	3514	0.023	5	3514	0.028	5	3514	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.534			1.518			3.052

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.*

Parameter summary

Trip rate parameter range selected:	1336 - 5500 (units: sqm)
Survey date date range:	01/01/15 - 15/10/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.