

# Highgate*Transportation*

Allocated Strategic Employment Site  
Land at Oldlands Farm  
Newlands Road, Bognor Regis

Proposal for 199,999sqft (GIA) of Employment Floorspace

Travel Plan  
(HTp/24102/TP/01)

January 2025

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## 1.0 Introduction and Contact Details

- 1.1 This Travel Plan has been prepared by Highgate Transportation (HTp) to support the Reserved Matters submission by Panattoni for 199,999sqft (18,580sqm) (GIA) of Use Class B2/B8 with ancillary office provision, with associated infrastructure, parking and landscaping.
- 1.2 This application follows outline planning permission (ref: BE/150/22/OUT) which was granted in October 2023 for up to 18,580sqm of new industrial/warehouse (Use Class B2/B8) and ancillary offices (Use Class E (g)) floorspace. This consented outline application was supported by a Framework Travel Plan (ref: HTp/22105/FTP/01) also prepared by HTp.
- 1.3 In accordance with the approved outline application for BE/150/22/OUT, a contribution of £3,500 was to be made towards the ongoing monitoring of the Travel Plan.
- 1.4 A Travel Plan is a long-term management strategy for encouraging and maintaining sustainable travel. Travel Plans are based on evidence of the anticipated transport impacts of a development and the set measures to promote sustainable travel e.g. walking, cycling, bus usage and car sharing. Travel planning guidance contained in the following policy documents has been used in the preparation of this document:
  - i. National Planning Policy Framework (December 2023)
  - ii. West Sussex Transport Plan 2022-2036 (April 2022)
  - iii. Arun Local Plan 2011-2031 (July 2018)
- 1.5 The thrust of national and local policy is to help create environmental, road safety and health benefits for all through reducing car-borne trips and creating quality-choice for journeys.
- 1.6 National policy contained in the National Planning Policy Framework (2023) and the Planning Policy Guidance on Travel Plans, sets out that opportunities for sustainable travel should be protected and encouraged and managed effectively. The following points are pertinent for consideration in any development:
  - i. Priority given to pedestrian and cycle movements
  - ii. Access to high quality public transport facilities
  - iii. Safe and secure layouts
  - iv. Consider the needs of those with mobility issues
- 1.7 The following specific policies set out in the Arun Local Plan have also been considered as part of the preparation of this Travel Plan:
  - i. Policy T SP1 (Transport and Development)
  - ii. Policy T DM1 (Sustainable Travel and Public Rights of Way)
- 1.8 The sustainable travel objectives of the Travel Plan will be to:
  - i. Ensure that car-borne trips are kept to a minimum level from the outset
  - ii. Encourage multiple-occupancy car-borne trips
  - iii. Encourage walking and cycling from the site to local areas



- iv. Encourage the use of public transport by employees
- 1.9 This Reserved Matters submission is also supported by a Technical Note on Access (ref: HTP/24102/TN/01) as well as a BREEAM assessment (HTp/24102/TN/02) and BREEAM Checklist (HTp/24102/TN/03) prepared by HTP.
- 1.10 **Table 1.1** sets out the details of the proposed development.

**Table 1.1 – Details of the proposed development**

Planning Application Number	TBC
Name of Developer	Panattoni
Development Address	Land at Oldlands Farm, Newlands Road, Bognor Regis PO22 9FJ
Use Class	Industrial (B2/B8) and ancillary office provision (Use Class E (g))
Brief Description of Development	The development proposals are for 199,999sqft (18,580sqm) (GIA) Industrial use (B2/B8) on land adjacent to the A29 with a new priority junction with the existing spur of Newlands Road that currently serves the Rolls Royce car park
Size	199,999sqft (18,580sqm) (GIA) of Use Class B2/B8 200 car parking spaces
Planned Date of Completion	TBC
Site Location Map	The plan that forms <b>Figure 1.1</b> shows the location of the development.

**Figure 1.1 – Site location and wider area**



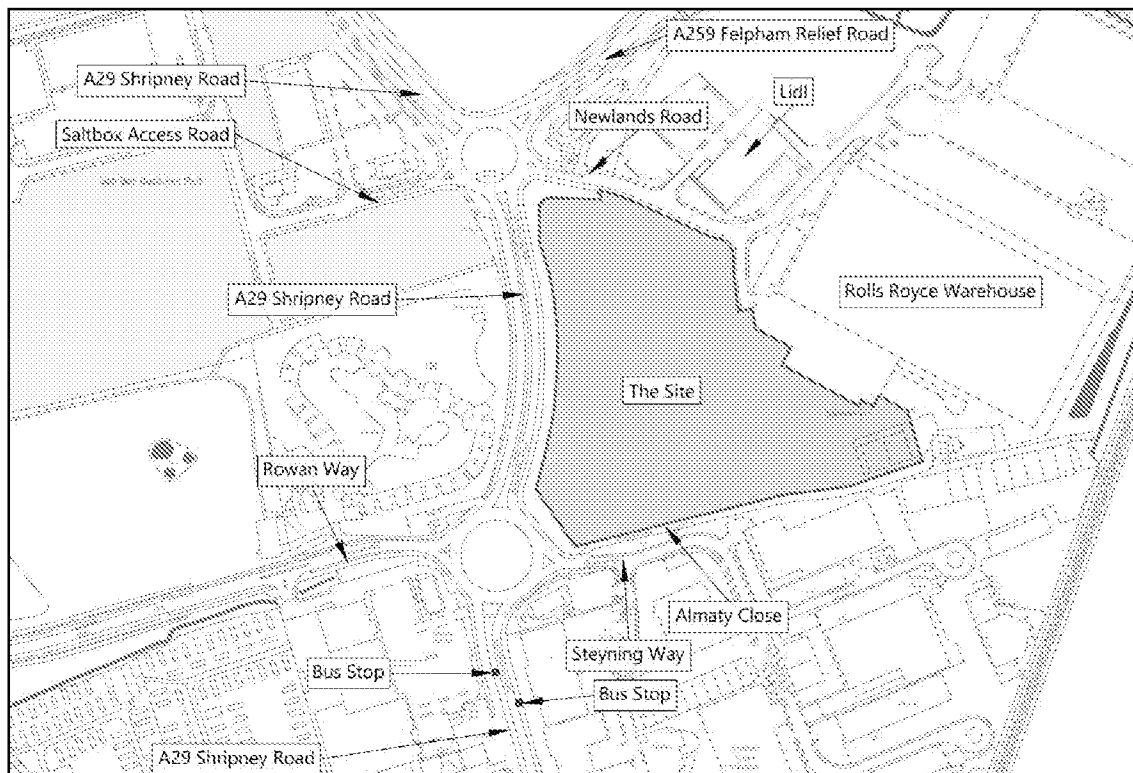
- 1.11 The applicant Panattoni has been included in the development of this Travel Plan. Panattoni will be responsible for managing the units/ tenants and will oversee the implementation of the Travel Plan. A letter confirming their involvement and intention to implement the Travel Plan is included in **Appendix 1**.

## 2.0 Existing Site, Local Transport Facilities and Proposed Development

### Existing Site and Local Transport Facilities

- 2.1 The A29 connects Bognor Regis to the south with Fontwell to the north where it joins the A27(T).
- 2.2 Locally the A29 is a two-lane dual carriageway, subject to a 40mph speed limit. The A259, Felpham Relief Road, to the north of the site and the A259, Rowan Way, to the south of the site, are single two-way carriageways also subject to a 40mph speed limit.
- 2.3 The first 50 metres of Newlands Road is subject to a 30mph speed restriction, after which the speed limit is 20mph.
- 2.4 All roads are lit and have excellent pedestrian and off-carriageway cycle infrastructure, particularly in the vicinity of the application site, where it is noted that Newlands Road has a shared footway/cycleway on the southern side of the carriageway which continues to the southern arm of the A29 has new pedestrian infrastructure on the eastern side of the carriageway.
- 2.5 The local highway network is shown below in **Figure 2.1**.

**Figure 2.1 – Local highway network**



### **Local Services and Facilities**

- 2.6 Various local facilities are located in the vicinity of the site, particularly off the Saltbox Roundabout itself, all of which are accessible via foot or cycle and are considered suitable to support an employment land use, as per the Arun Strategic Employment Site 3 allocation.
- 2.7 The facilities within a five minute walk include a Greggs, Aldi, Starbucks and a Lidl; those within a 10 minute walk i.e. located off the A29/A259 Rowan Way Roundabout include food and non-food retail opportunities.
- 2.8 Additional services, as well as large residential areas, are located in Bersted, Felpham and Bognor Regis. All of which are accessible by cycle or public transport.

### **Existing Travel Opportunities**

- 2.9 Travel behaviour, to an extent, can be affected by the level of infrastructure available to encourage modes of travel other than that of the private car. Therefore, this section of the report provides an overview of the extent of facilities in place for walking and cycling trips, as well as that of public transport.

### **Public Transport Network**

- 2.10 The nearest bus stops to the site are located on the A29 to the north, immediately south of Shripney, and to the south, off the A259 Rowan Way roundabout, within 650 metres of the site.
- 2.11 These bus stops are served by the 66A and 66C bus services, which operate between Bognor Regis and Yapton via slightly different routes. There are around eight services each way Monday-Friday and four services each way on a Saturday with no services on a Sunday.
- 2.12 The southern bus stops are also served by 61 and 62 bus services, which operate a circular route between West Meads and Bognor Regis, and Rose Green, Pagham and Bognor Regis, respectively. Each route has around three services daily Monday-Saturday and four services each way on a Saturday with no services on a Sunday.
- 2.13 **Figure 2.2** provides an overview of the walking routes from the access on Newlands Road to the nearest bus stops located on the A29 to the north and south of the Saltbox roundabout.

**Figure 2.2 – Walking routes to the nearest bus stops**



2.14 The closest railway station is Bognor Regis, located around 3.0km travel distance to the south which equates to around a 38 minute walk or 10 minute cycle. The station, and Barnham railway station to the north, can both be reached via the 66A and 66C bus services.

2.15 Bognor Regis rail station is a terminus at the end of a short branch off the West Coastway Line and provides regular services to:

- i. London Victoria via Barnham – two services an hour
- ii. Barnham – two services an hour

2.16 Barnham rail station is on the West Coastway Line and provides regular services to:

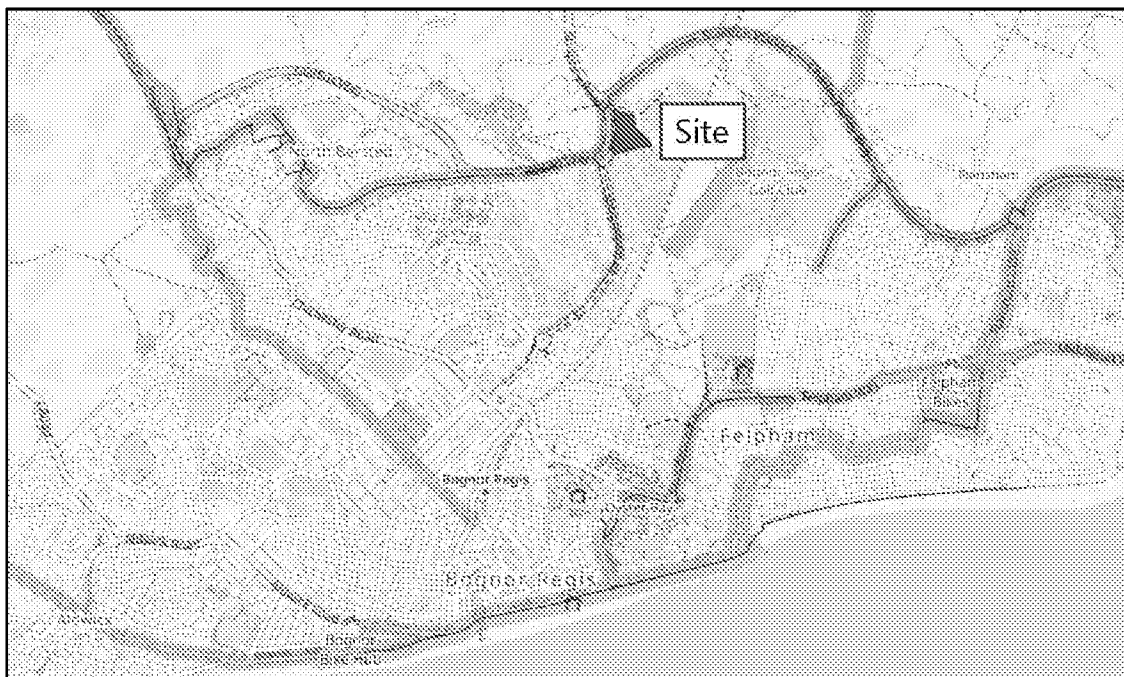
- i. Brighton via Worthing – four services an hour
- ii. London Victoria via Horsham – four services an hour
- iii. Bognor Regis – four services an hour
- iv. Portsmouth Harbour via Chichester – two services an hour
- v. Southampton Central via Chichester – two services an hour
- vi. Portsmouth and Southsea via Chichester – one service an hour
- vii. Chichester – one service an hour

### Cycle Routes

2.17 As set out in **Paragraph 2.4**, a shared use footway/cycleway is located on the south side of Newlands Road. Direct access is also proposed from the site to a shared use path on the east side of A29 Shripney Road. These paths connect to a local network of shared use paths which lead south towards the town centre, east towards Flansham and National Cycle Network (NCN) Route 2, and west towards North Bersted. The shared use paths leading south terminate in the vicinity of Bognor Regis War Memorial Hospital, where local residential roads suitable for most cyclists provide access to town centre facilities.

2.18 NCN 2 is located approximately 3.1km cycling distance from the site, which provides a long distance cycling route along the south coast of England. NCN 2 can be accessed from the site via shared use paths which follow Charles Purley Way. NCN 2 (red highlighting), as well as other local cycle routes in the vicinity of the site, are shown in **Figure 2.3**.

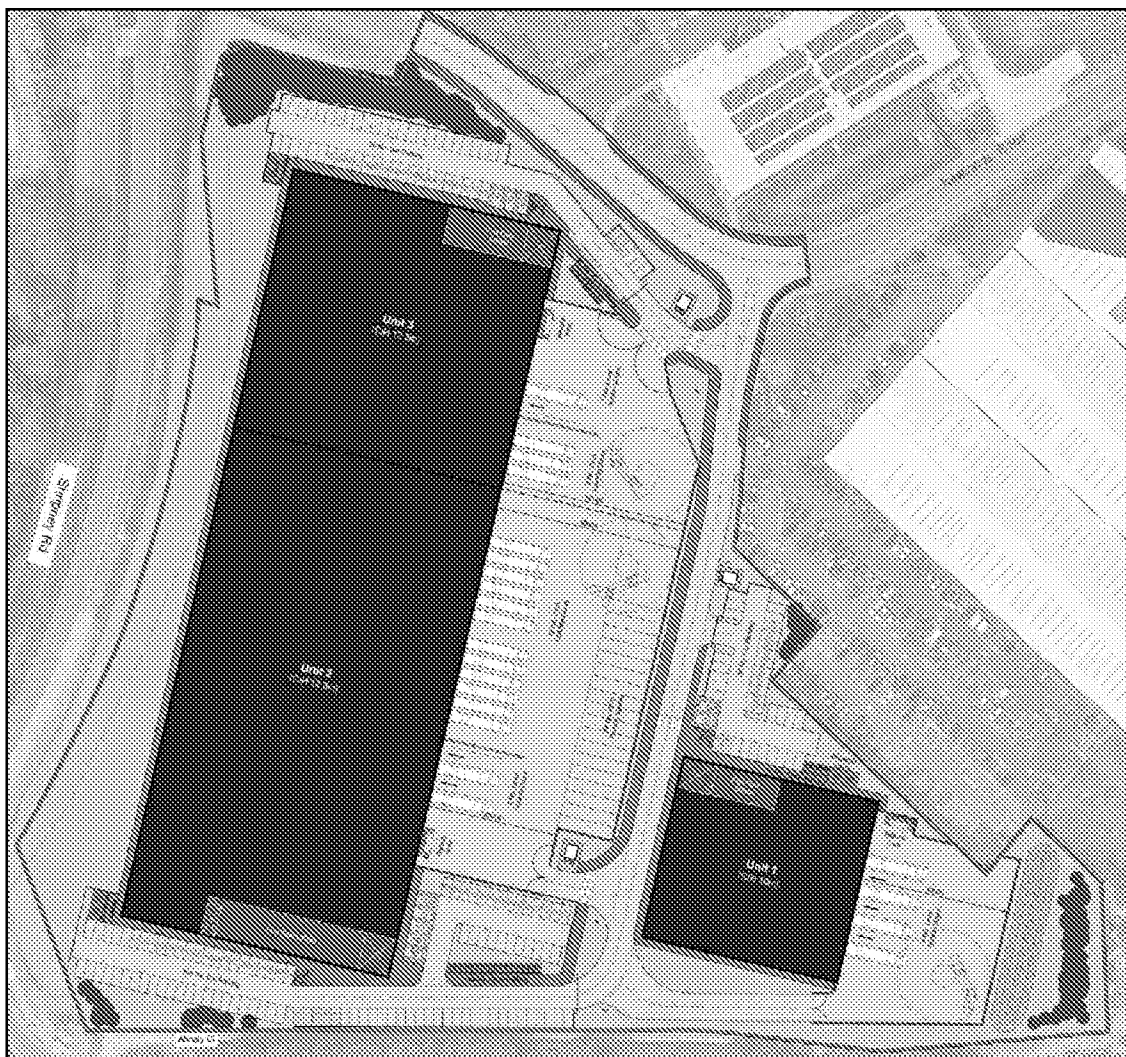
**Figure 2.3 – Extract from OpenCycleMap showing Local Cycle Routes**



## Proposed Development

- 2.19 The proposals are for 199,999sqft (18,580sqm) (GIA) of Use Class B2/B8 with ancillary office provision, with associated infrastructure, parking and landscaping on land adjacent to the A29 with a new priority junction with the existing spur of Newlands Road that currently serves the Rolls Royce car park. A new pedestrian/cycle access will be provided connecting the site to the A29.
- 2.20 Given the B2/B8 use class, two site layout options have been prepared, with the parking provision for both B2 and B8 uses set out. The Architect's proposed site layout plans are contained at **Appendix 3** with an extract of the B8 layout provided as **Figure 2.4**.

**Figure 2.4 – Extract of Architect's B8 proposed site layout plan**





2.21 The B8 layout proposals include:

- i. Three separate industrial units and ancillary office space with a combined 18,580sqm GIA floor area
- ii. The proposed development will include 200 car parking spaces, of which:
  - a. Unit 1 will have 36 car parking spaces
  - b. Unit 2 will have 106 car parking spaces
  - c. Unit 3 will have 58 car parking spaces
- iii. 10 car parking spaces would be provided as accessible spaces (5%)
- iv. A minimum of 30% of car parking spaces for each unit will be provided with active electric vehicle charging, with the remaining parking spaces to be provided with ducting for future electric vehicle charging use
- v. 37 covered, overlooked and secure cycle parking spaces for staff (at a ratio of one cycle parking space per 500sqm) and 19 cycle parking spaces for visitors (at a ratio of 1 space per 1,000sqm)
- vi. A shared pedestrian/cycle path from the site that connects into the existing infrastructure on Newlands Road, which is accessible to all users
- vii. Loading yards, with gatehouse controlled access/egress and dock for up to 28 HGVs
- viii. 18 parking spaces for HGVs

2.22 The B2 layout proposals include:

- i. Three separate industrial units and ancillary office space with a combined 18,580sqm GIA floor area
- ii. The proposed development will include 264 car parking spaces, of which:
  - a. Unit 1 will have 40 car parking spaces
  - b. Unit 2 will have 147 car parking spaces
  - c. Unit 3 will have 77 car parking spaces
- iii. 13 car parking spaces would be provided as accessible spaces (5%)
- iv. A minimum of 22% of car parking spaces for each unit will be provided with electric vehicle charging, with the remaining parking spaces to be provided with ducting for future electric vehicle charging use
- v. 93 covered, overlooked and secure cycle parking spaces for staff (at a ratio of one cycle parking space per 200sqm) and 37 cycle parking spaces for visitors (at a ratio of 1 space per 500sqm)
- vi. A shared pedestrian/cycle path from the site which connects into the existing infrastructure on Newlands Road, which is accessible to all users
- vii. Loading yards, with gatehouse controlled access/egress and docks for up to 27 HGVs

**Disabled access accounting for varying levels and types of disability, including visual impairment within the development**

- 2.23 As shown on the Architect's proposed site layout (**Figure 2.4**), 10 car parking spaces will be provided for the dedicated use of disabled people, of which three of the parking spaces will be provided with EV charging.



- 2.24 The local highway network generally includes wide footways together with uncontrolled dropped kerb pedestrian crossing points with tactile paving, making the site accessible to people with a disability.

### 3.0 Aims and Objectives

- 3.1 The core aim of the TP will be to reduce single occupancy vehicle trips to and from the site through increased use of walking, cycling and public transport.
- 3.2 The objectives of the TP are:
- i. Minimise single occupancy car travel to and from the development
  - ii. Identify measures that are needed to maximise the use of non-car travel
  - iii. Establish and maintain sustainable travel behaviour of individuals
  - iv. Identify ways of reducing the need to travel to and from the development
- 3.3 The potential outcomes of implementing the TP are:
- i. Reduced vehicle trips to and from the site
  - ii. Wider range of travel options
  - iii. Improved health and fitness through more active travel opportunities
  - iv. Reduced air pollution, noise and improved safety
  - v. More connected and liveable communities
  - vi. Reducing traffic, congestion and delays
  - vii. Reduced car dependency and potential car parking provision costs
- 3.4 These aims, objectives, and outcomes could be achieved by the following measures:
- i. Having a development that is in a sustainable and accessible location
  - ii. Providing high quality, covered and secure cycle parking that is easily accessible for all users
  - iii. Ensuring all planned pedestrian links and cycle parking are in place before first occupation
  - iv. Promotion of sustainable transport information on noticeboards in communal areas
  - v. Promotion of car sharing
  - vi. The provision of workplace travel information packs (TIPs) to staff upon employment

## 4.0 Measures, Initiatives and Action Plan

4.1 To assist in increasing the sustainable credentials of the site, the development proposals include the following Travel Plan measures aimed at staff will be implemented by the site operators:

- i. Promotion of a company car sharing scheme at the site in order to reduce the reliance of staff on single occupancy private car journeys
- ii. The operator will work with Mobilityways to provide a car sharing scheme for visitors
- iii. Secure covered cycle parking for 37 cycles will be provided for staff and 19 cycle parking spaces provided for visitors
- iv. The operator will introduce a Cycle to Work Scheme, which offers staff incentives to purchase bicycles and equipment at discounted rates
- v. Provision of a noticeboard within the site to display information on walking, cycling and public transport information

4.2 The measures and initiatives are set out in **Table 4.1**.

**Table 4.1 – Measures and initiatives**

<b>Actions and Measures to cover all site users</b>	
<b>Promotion and Marketing</b>	<p>Workplace TIPs will be provided to staff upon employment</p> <p>Noticeboards will be provided in communal areas/online, displaying up-to-date information on sustainable travel to and from the site</p> <p>Bi-annual newsletters will be provided by the TPC containing up to date transport information as well as information on any upcoming events</p> <p>TIPs, noticeboards, and internal staff newsletters will promote national travel awareness programmes, including, and not limited to: Walk-to-work week; Car free day; and Cycle-to-work day</p>
<b>Walking</b>	<p>TIPs and communal noticeboards will promote walking, and will include the following information as appropriate:</p> <ul style="list-style-type: none"> <li>• maps of safe pedestrian routes</li> <li>• health benefits of walking</li> <li>• pedestrian safety information</li> </ul> <p>Promotion of national walking events including, and not limited to; Walk to Work week, car free day and cycle to work day.</p>
<b>Cycling</b>	<p>The promotion of cycling will be achieved by providing high quality, covered and secure on-site cycle parking that is easily accessible for employees and visitors which meets local policy guidelines.</p> <p>TIPs and communal noticeboards will promote cycling, and will include the following information as appropriate:</p>

	<ul style="list-style-type: none"> <li>• maps of local cycle routes</li> <li>• locations of cycle parking and repair shops</li> <li>• cycle safety information</li> </ul> <p>The operator will introduce a Cycle to Work Scheme, which offers staff incentives to purchase bicycles and equipment at discounted rates.</p> <p>Showers, lockers and changing spaces will be provided for cyclists.</p> <p>National travel events such as Cycle to Work Day (<a href="http://www.cycletoworkday.org">www.cycletoworkday.org</a>) and 'Bike Week' (<a href="http://www.bikeweek.org.uk">www.bikeweek.org.uk</a>) will be promoted</p> <p>Cycle puncture repair kits will be available for staff</p> <p>A cycle repair station will be provided within each of the cycle parking areas.</p> <p>Cycle parking provision is in accordance with ADC standards, and above the minimum required by BREEAM</p>
<b>Public Transport</b>	<p>TIPs and communal noticeboards will promote public transport and would include the following information as appropriate:</p> <ul style="list-style-type: none"> <li>• Maps showing the location of local bus stops and railway stations, and how they can be accessed by sustainable modes</li> <li>• Bus and train timetables and fares, including any current promotions</li> <li>• Web links to access public transport apps such as Traveline and Stagecoach</li> </ul> <p>TPC to liaise with bus operators to ensure staff are aware of current bus timetables and forthcoming changes</p>
<b>Car Travel</b>	<p>All staff will be given access to Mobilityways Car Sharing scheme and use of the car sharing app.</p> <p>Staff who car share will be guaranteed a lift home.</p>
<b>Other</b>	<p>A record of comments made by staff regarding the TP to be kept and actioned where appropriate.</p>

4.3 The measures and initiatives set out in **Table 4.1** will be implemented as per the action plan contained in **Table 4.2**.

**Table 4.2 – Action Plan**

Measure	Task	When	By
<b>All Modes</b>			
TPC (Travel Plan Co-ordinator)	Appoint a TPC	Prior to first occupation	Occupier
Travel Information Packs	Prepare TIPs and submit to WSCC for review	At least two months prior to occupation	TPC
	Provide TIPs to newly hired staff	Ongoing	TPC
Noticeboard	Post travel related information on noticeboards in communal areas/online appointment website	Prior to first occupation/quarterly	Occupier
Newsletter	Prepare and distribute short newsletters containing up to date transport information, including upcoming events	Bi-annual	TPC
National Travel Awareness Programmes	Distribute information on national travel awareness programmes through staff newsletters	Prior to event date/ongoing	TPC
Issues Log	A record of comments made by staff regarding the TP to be kept and actioned	Ongoing	TPC
<b>Walking</b>			
Footways	Ensure that internal footways are provided as per the approved site layout plan	Prior to first occupation	Developer
<b>Cycling</b>			
Cycle parking	Ensure that cycle parking, charging point, repair stations, and end-of-trip facilities are provided for all uses as shown on the approved site layout plan	Prior to first occupation	Developer
Registration for Travel Schemes	Register for Cycle to Work scheme	Within two months occupancy	Occupier
<b>Public Transport</b>			
Updates to Timetables	Liaise with bus operators to update any printed timetables/promotions and make staff aware of any changes	Ongoing	TPC
<b>Car Travel</b>			
Car Sharing	Car share scheme to be set up for staff	Ongoing	TPC
Car Sharing	Ensure that priority parking spaces allocated for car sharing are located near development entrance	Prior to first occupation	Developer
Taxi/minicab	Publicise and promote local taxi/minicab firms as enabling necessary car access.	Prior to first occupation/ongoing	TPC

4.4 As part of this action plan, it is expected that the developer and future occupiers will agree to:

- i. Implement the measures set out in **Table 4.1**, or equivalent measures to achieve the same outcomes
- ii. Inform all staff of the aims of the TP
- iii. Encourage staff and visitors to switch their travel to a more sustainable mode

4.5 The Travel Information Pack will include the following:

- i. Any company policy related to travel
- ii. Details of any cycle discounts and local schemes
- iii. A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities etc.
- iv. Information about how to access the above by bus, including approximate journey times, route numbers etc and a cost comparison with car travel and parking
- v. Information about how to access the above on foot or by bicycle, including approximate journey times, route information etc, and a cost comparison with car travel and parking
- vi. Information on the health benefits of using active modes of travel
- vii. Information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel and parking

## 5.0 Targets, Monitoring and Review

- 5.1 In accordance with WSCC' Travel Plan Guidance, the target of reducing the proportion of trips made by car during a 12 hour weekday period is 10% from an initial baseline. This target provides a commitment to manage down the traffic impact of the development in alignment with the policy aims of the DFT Circular 01/2022.
- 5.2 This baseline is taken from the trip generation set out in the submitted Technical Note, and summarised in **Table 5.1** for reference. A 10% reduction has also been included for completeness.

**Table 5.1 – Baseline trip attraction and target reduction**

	Trip Attraction (consented trip rates with B2 18,580sqm GFA)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Vehicles (Baseline)	90	38	20	75	1,180
Vehicles (10% Reduction)	81	34	18	67	1,062

### Monitoring

- 5.3 The Travel Plan will be monitored by WSCC.
- 5.4 Surveys will be carried out to monitor how the target of reducing car movements is being met.
- 5.5 All surveys will be undertaken in accordance with TRICS Standardised Assessment Methodology (SAM). The commissioning of the SAM surveys will be secured through a Section 106 agreement.
- 5.6 Staff will be requested to complete questionnaires to determine the current methods of travel to work within six months of occupation. This forms the Year 1 Survey. Due consideration will however be required to avoid atypical times of the year such as Christmas etc.
- 5.7 Additional surveys will be undertaken 2 and 4 years later (at broadly the same time as the Year 1 Survey), these will form the Year 3 and Year 5 (final) survey.
- 5.8 It will be the responsibility of the TPC to arrange for all SAM surveys and they will notify WSCC of the intended survey date once arranged. The results of the survey will also be shared with WSCC as soon as they are available.
- 5.9 The Travel Plan will have a five-year lifespan.

### Review

- 5.10 In the event that the five year private car trip generation reduction is not achieved, penalty measures will be implemented.

- 5.11 Measures will include the provision of a second round of travel vouchers for staff for redemption towards bus season tickets, bus 'taster' tickets, bicycle purchase, active travel personal planning measures or additional on-site bicycle parking.



## **6.0 Travel Plan Co-ordinator**

- 6.1 The TPC will be in place for the five-year lifetime of this TP (being appointed by the occupier prior to first occupation).
- 6.2 The TPC contact details are to be provided to the Council before three months prior to first occupation. The details required are as follows:
  - i. Name
  - ii. Position
  - iii. Telephone contact details
  - iv. Email contact details
  - v. Contact address
- 6.3 The TPC will be in place for the whole site.
- 6.4 TPC details will be included in the TIPs and provided on communal noticeboards.
- 6.5 The Council will always be notified of any future changes to the TPC.

## Appendix 1

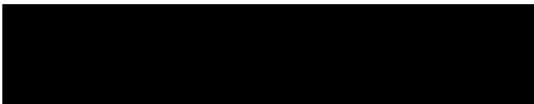
### Travel Plan Implementation Letter

*FAO Sustainability Assessors*

*31.01.2025*

**Ref: BREEAM Evidence - Land at Oldlands Farm, Bognor Regis  
Tra 02 Travel Plan**

We confirm that we have been involved in the development of the Travel Plan for the above development, along with the future occupiers Panattoni, and that the Travel Plan and its associated measures will be implemented prior to occupation and supported by the building's management during the operation of the development.

  
**David McGougan MRICS**  
Development Director: South East  
Panattoni UK  
**W:** [www.panattoni.co.uk](http://www.panattoni.co.uk)



## Appendix 2

Architect's Proposed Site Layout Plans and EV Charging Provision Plans



A diagram of a circle with a vertical radius labeled 'N' pointing upwards. A horizontal dashed line passes through the center of the circle.


Total GIA	-	199,999 ft <sup>2</sup>	(18,580 m <sup>2</sup> )
Total GEA	-	203,864 ft <sup>2</sup>	(18,939 m <sup>2</sup> )
Site Area	-	11.94 acres	4.83 ha
Site Density GIA	-		39.61%
Site Density GEA	-		40.37%

Warehouse Area	-	27,481 ft <sup>2</sup>	(2,553 m <sup>2</sup> )
Office Area (incl. GF core)	-	3,053 ft <sup>2</sup>	(284 m <sup>2</sup> )
<b>Unit 1 GIA</b>	-	<b>30,534 ft<sup>2</sup></b>	<b>(2,837 m<sup>2</sup>)</b>
<b>Unit 1 GEA</b>	-	<b>31,576 ft<sup>2</sup></b>	<b>(2,933 m<sup>2</sup>)</b>

Warehouse Area	-	104,278 ft <sup>2</sup>	(9,688 m <sup>2</sup> )
Office Area (incl. GF core)	-	6,859 ft <sup>2</sup>	(637 m <sup>2</sup> )
<b>Unit 2 GIA</b>	-	<b>111,137 ft<sup>2</sup></b>	<b>(10,325 m<sup>2</sup>)</b>
<b>Unit 2 GEA</b>	-	<b>112,880 ft<sup>2</sup></b>	<b>(10,487 m<sup>2</sup>)</b>

Warehouse Area	-	54,399 ft <sup>2</sup>	(5,054 m <sup>2</sup> )
Office Area (incl. GF core)	-	3,929 ft <sup>2</sup>	(365 m <sup>2</sup> )
<b>Unit 3 G1A</b>	-	<b>58,328 ft<sup>2</sup></b>	<b>(5,419 m<sup>2</sup>)</b>
<b>Unit 3 GEA</b>	-	<b>59,408 ft<sup>2</sup></b>	<b>(5,519 m<sup>2</sup>)</b>

Site Layout	
LOD 1	LOI 1

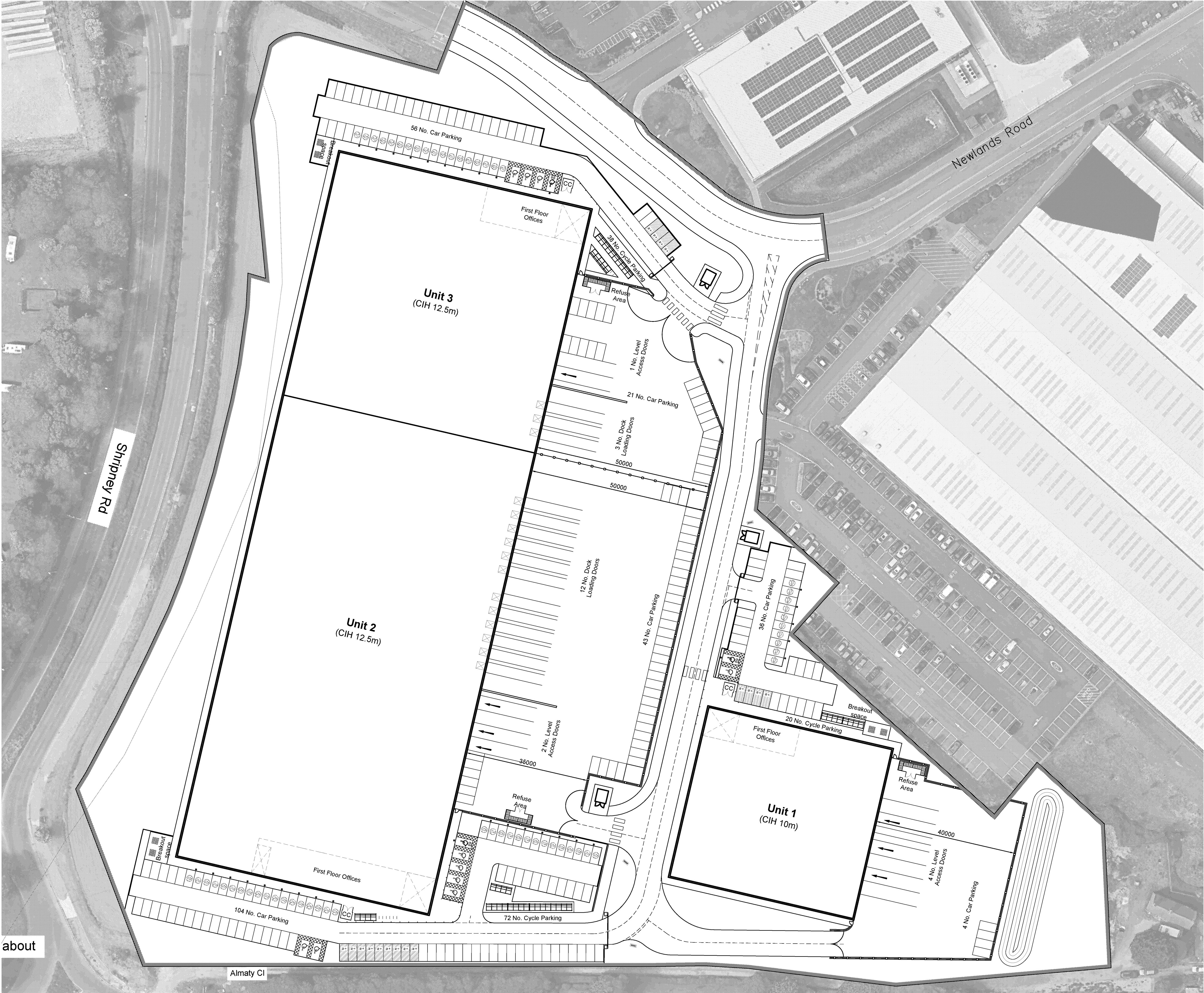


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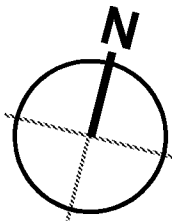
Almaty Cl

10m SCALE 1:500





- Dimensions are in millimeters, unless stated otherwise.  
- Scaling of this drawing is not recommended.  
- It is the recipient's responsibility to print this document to the correct scale.  
- All relevant drawings and specifications should be read in conjunction with this drawing.



#### Schedule of Accommodation

Total GIA	-	199,999 ft <sup>2</sup>	(18,580 m <sup>2</sup> )
Total GEA	-	203,864 ft <sup>2</sup>	(18,939 m <sup>2</sup> )
Site Area	-	11.94 acres	4.83 ha
Site Density GIA	-		39.61%
Site Density GEA	-		40.37%

<b>Unit 1</b>			
Warehouse Area	-	27,481 ft <sup>2</sup>	(2,553 m <sup>2</sup> )
Office Area (incl. GF core)	-	3,053 ft <sup>2</sup>	(284 m <sup>2</sup> )
Unit 1 GIA	-	30,534 ft <sup>2</sup>	(2,837 m <sup>2</sup> )
Unit 1 GEA	-	31,576 ft <sup>2</sup>	(2,933 m <sup>2</sup> )

<b>Unit 2</b>			
Warehouse Area	-	104,278 ft <sup>2</sup>	(9,688 m <sup>2</sup> )
Office Area (incl. GF core)	-	6,859 ft <sup>2</sup>	(637 m <sup>2</sup> )
Unit 2 GIA	-	111,137 ft <sup>2</sup>	(10,325 m <sup>2</sup> )
Unit 2 GEA	-	112,880 ft <sup>2</sup>	(10,487 m <sup>2</sup> )

<b>Unit 3</b>			
Warehouse Area	-	54,399 ft <sup>2</sup>	(5,054 m <sup>2</sup> )
Office Area (incl. GF core)	-	3,929 ft <sup>2</sup>	(365 m <sup>2</sup> )
Unit 3 GIA	-	58,328 ft <sup>2</sup>	(5,419 m <sup>2</sup> )
Unit 3 GEA	-	59,408 ft <sup>2</sup>	(5,519 m <sup>2</sup> )

P03	Drawing revised to show updated cycle parking numbers following comments from transport consultant.	AMQ	A.J.L.	20.11.24
P02	Drawing revised to shown parking at 1:70 standard following comments from transport consultant.	AMQ	A.J.L.	15.11.24
P01	Initial Issue	AMQ	A.J.L.	13.11.24
rev	amendments	by	ckd	date

Oldlands Farm Phase 3, Newlands Road, Bognor Regis

B2 Site Layout	
LOD 1	LOI 1

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RIBA PoW Stage:	3 - Spatial Coordination
Document Suitability:	S1
Drawn / Checked:	AMQ / A.J.L.
Date:	11/11/2024
Scale:	1:500 A1
UMC Project Number:	23361
Document Reference:	Drawing no: Revision:
23361 - UMC - ZZZZ - SI - DR - A	0002 P03

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10m SCALE 1:500





10m SCALE 1:500

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## Unit 2

Warehouse Area	-	104,278 ft <sup>2</sup>	(9,688 m <sup>2</sup> )
Office Area (incl. GF core)	-	6,859 ft <sup>2</sup>	(637 m <sup>2</sup> )
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### Unit 3

Warehouse Area	-	54,399 ft <sup>2</sup>	(5,054 m <sup>2</sup> )
Office Area (incl. GF core)	-	3,929 ft <sup>2</sup>	(365 m <sup>2</sup> )
<b>Unit 3 GIA</b>	-	<b>58,328 ft<sup>2</sup></b>	<b>(5,419 m<sup>2</sup>)</b>
<b>Unit 3 GEA</b>	-	<b>59,408 ft<sup>2</sup></b>	<b>(5,519 m<sup>2</sup>)</b>

 138 No: Ducting to be provided for future EV. EV to achieve 100% by 2033.

63 No: Proposed EV

P01	Initial Planning Issue	AMQ	AJL	28.01.25
rev	amendments	by	ckd	date

Oldlands Farm Phase 3, Newlands  
Road, Bognor Regis

### EV Charging Provision

LOD 1	LOI 1
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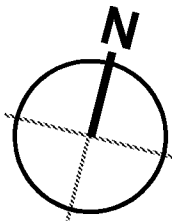


RIBA PoW Stage:	3 - Spatial Coordination	
Document Suitability:	S1	
Drawn / Checked:	LAH / A.J.L	
Date:	27/09/2024	
Scale:	1:500	A1
UMC Project Number:	23361	
Document Reference:	Drawing no:	Revision:
23361 - UMC - ZZZZ - SI - DR - A	0602	P01





- Dimensions are in millimeters, unless stated otherwise.  
- Scaling of this drawing is not recommended.  
- It is the recipient's responsibility to print this document to the correct scale.  
- All relevant drawings and specifications should be read in conjunction with this drawing.



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	203 No. Ducting to be provided for future EV. EV to achieve 100% by 2033.
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P01	Initial Issue	AMQ	AJL	28.01.25
rev	amendments	by	ckd	date

Oldlands Farm Phase 3, Newlands Road, Bognor Regis  
EV Charging provision - B2 Layout

LOD 1	LOI 1
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RIBA PoW Stage:	3 - Spatial Coordination
Document Suitability:	S1
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UMC Project Number:	23361
Document Reference:	Drawing no: Revision:
23361 - UMC - ZZZZ - SI - DR - A	0603 P01

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