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TECHNICAL NOTE

PROJECT: Land at Oldlands Farm, Bognor Regis

REPORT: 24102/TN/02 Technical Note 02 – BREEAM Assessment

DATE: January 2025

BREEAM Assessment of the Site

1. *"BREEAM is the world's leading sustainability assessment method for planning projects, infrastructure, and buildings which recognises and reflects the value in higher performing assets across the built environment lifecycle, from new construction to in-use and refurbishment." (Source: www.BREEAM.com).*

2. The project team have carried out a BREEAM assessment of the site to ensure that the development has been designed in the most sustainable way. Highgate Transportation (HTp) have been working with Panattoni to achieve the transport credits associated with the assessment of the site and the proposed development. This included completing a BREEAM compliant:

    i. Updated transport assessment provided in a Technical Note to support the Reserved Matters application (TN, reference: HTp/24102/TN/01)
    ii. Travel Plan (TP, reference: HTp/24102/TP/01)
    iii. Tra01 Transport Assessment and Travel Plan (reference: HTp/24102/TN/03)
    iv. Tra02 Sustainable Transport Measures (reference: HTp/24102/TN/03)

3. Credits are accumulated for achieving sustainable measures and the goal is to attain the optimum number of credits for the Travel Plan.

4. The supporting TP provides a long-term management strategy which encourages more sustainable travel. The key objectives of the TP include minimising single occupancy car travel, promotion of sustainable travel, and to identify measures to maximise non-car travel. Panattoni, the applicant, has been included in the development of the TP.

5. Matters identified within the TP that are relevant to the BREEAM assessment include:

    i. 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
    ii. A minimum of 10% of car parking spaces for each unit will be provided with electric vehicle charging
    iii. The application proposals will have 37 secure and covered cycle parking spaces for staff and 19 cycle parking spaces for visitors
    iv. The site will tie into the existing shared pedestrian/cycle path on the southern side of Newlands Road
    v. The nearest bus stops are within 650 metres of the site
    vi. A shared pedestrian/cycle path from the site which connects into the existing infrastructure, which is accessible to all users

6. It should be noted that there is also a layout demonstrating the parking numbers for B2 use. The B2 layout demonstrates that the HGV parking areas are shown as car parking areas as the B2 use class does not demand the scale of HGV yard compared to the B8 use. The proposed development (B2 use) will include

    i. Unit 1 – 40 car parking spaces
    ii. Unit 2 – 147 car parking spaces
    iii. Unit 3 – 77 car parking spaces
    iv. 13 car parking spaces would be provided as accessible spaces (5%)
    v. A minimum of 10% of car parking spaces for each unit will be provided with electric vehicle charging

7. Page 180 of the BREEAM Technical Manual sets out the minimum criteria that the transport assessment should cover, and these are considered in turn below.

8. This Technical Note aims to clarify why the proposals are specifically BREEAM compliant.

9. It should be noted that an outline application (ref: BE/150/22/OUT) was granted permission in October 2023 for up to 18,580sqm of new industrial/warehouse (Use Class B2/B8) and ancillary offices (Use Class E (g)) floorspace. The application was supported by a Transport Assessment and Framework Travel Plan.

If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities

10. The site is currently undeveloped land. It was considered as part of the outline application that the application site is appropriate for future development and accessible by sustainable modes of transport.

Predicted travel patterns and transport impact of future building site users

11. The proposals are for three B2/B8 units with ancillary office provision, including 37 secure and covered cycle parking spaces for staff and 19 cycle parking spaces for visitors across the site for the B8 use, and 93 secure and covered cycle parking spaces for staff and 37 cycle parking spaces for visitors for the B2 use. This is above the minimum requirement for BREEAM, which requires a total of 82 cycle parking spaces across the site.

12. The TP aims to reduce the reliance upon the private car by encouraging future staff to travel by sustainable modes of transport., such as walking, cycling and public transport.

13. It was accepted as part of the outline application that the impact of the proposed development would not have an adverse impact on either the capacity or safety of the local highway network.

Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors

14. This section provides a summary of the existing highway conditions in the vicinity of the application site.

15. Given that the proposals are for an industrial workplace, it is not considered that there will be a significant number of staff or visitors that have age-related requirements.

16. The A29 connects Bognor Regis to the south with Fontwell to the north where it joins the A27(T).

17. 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.

18. The first 50 metres of Newlands Road is subject to a 30mph speed restriction, after which the speed limit is 20mph. There is a bus stop and flag on Newlands Road, adjacent to the Rolls Royce Warehouse.

19. 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 and the southern arm of the A29 has new pedestrian infrastructure on the eastern side of the carriageway.

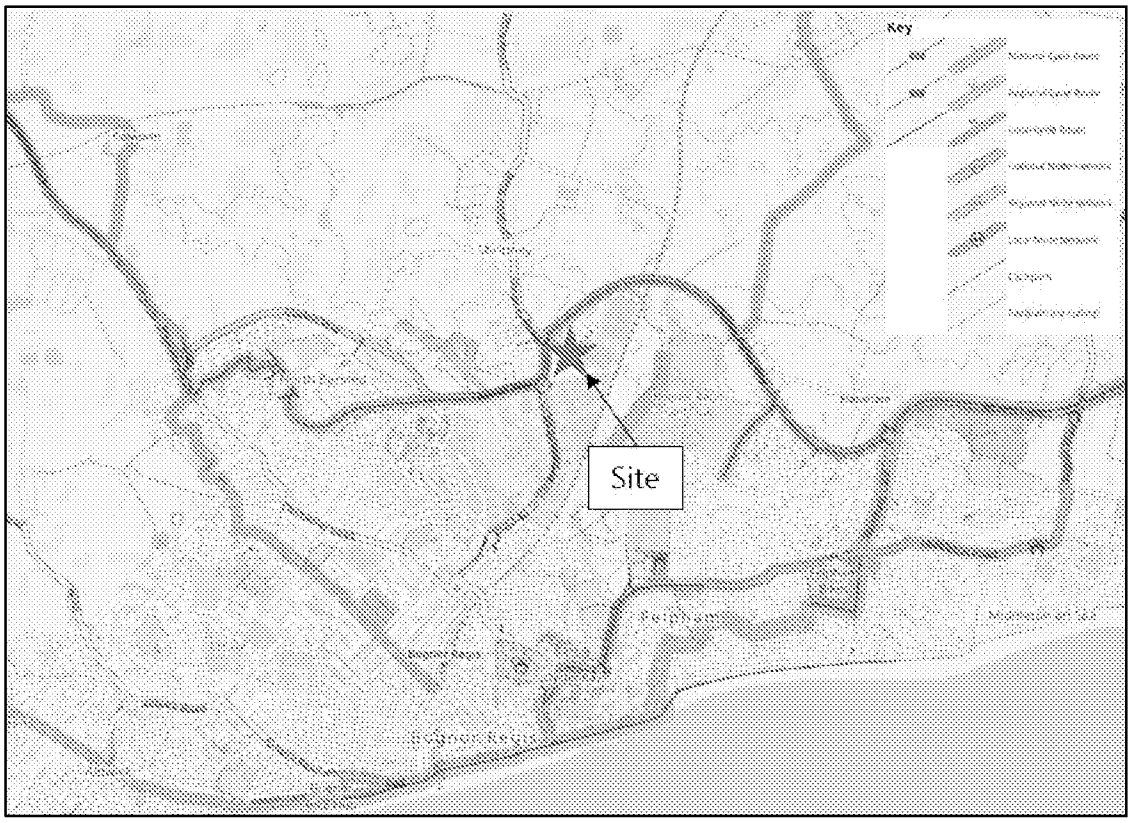
20. It is therefore considered that the application site is accessible for pedestrians.

<u>Cycle Routes</u>

21. The site will connect into the existing shared pedestrian/cycle path on the southern side of Newlands Road, which connects 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.

22. 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 (depicted in red), as well as other local cycle routes in the vicinity of the site, are shown in **Figure 1**.

Figure 1 – Extract from OpenCycleMap showing Local Cycle Routes



23. It is therefore considered that the application site is accessible by cycle.

Reporting of the number and type of existing accessible amenities within 500 metres of the site

24. The site is located to the south east of the Saltbox roundabout and **Table 1** provides a summary of the existing accessible amenities within 500 metres of the application site, together with walk/cycle times assuming a typical walk time of 80 metres per minute (IHT Guidelines 'Providing for Journeys on Foot' 2000), and a cycle speed of 320 metres per minute (Department for Transport Note 2/08 'Cycle Infrastructure Design' October 2008).

Table 1 – Existing services and facilities within 500 metres of the application site

Service/Facility	Distance (from the northern)	Walk Time (minutes)	Cycle Time (minutes)
Lidl Food Store	40 metres	1	<1
Starbucks	350 metres	5	1
Aldi Food Store	400 metres	6	2
Greggs	400 metres	6	2

25. The amenities summarised above can be accessed via the existing pedestrian network which comprises wide footways together with uncontrolled and controlled dropped kerb pedestrian crossing points with tactile paving.

26. It can be noted that the following paragraphs provide details of the public transport facilities, including their distance and walking and cycling time from the application site.

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

27. The B8 layout demonstrates that the proposed development will include 10 car parking spaces for the dedicated use of blue badge holders. The B2 layout demonstrates that 13 car parking spaces for the dedicated use of blue badge holders will be provided.

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

29. It has also been confirmed by the Architect that the proposed development will adhere to the design standards set out within with Part M Volume 2 (Access to and use of Buildings) of building regulations to include:

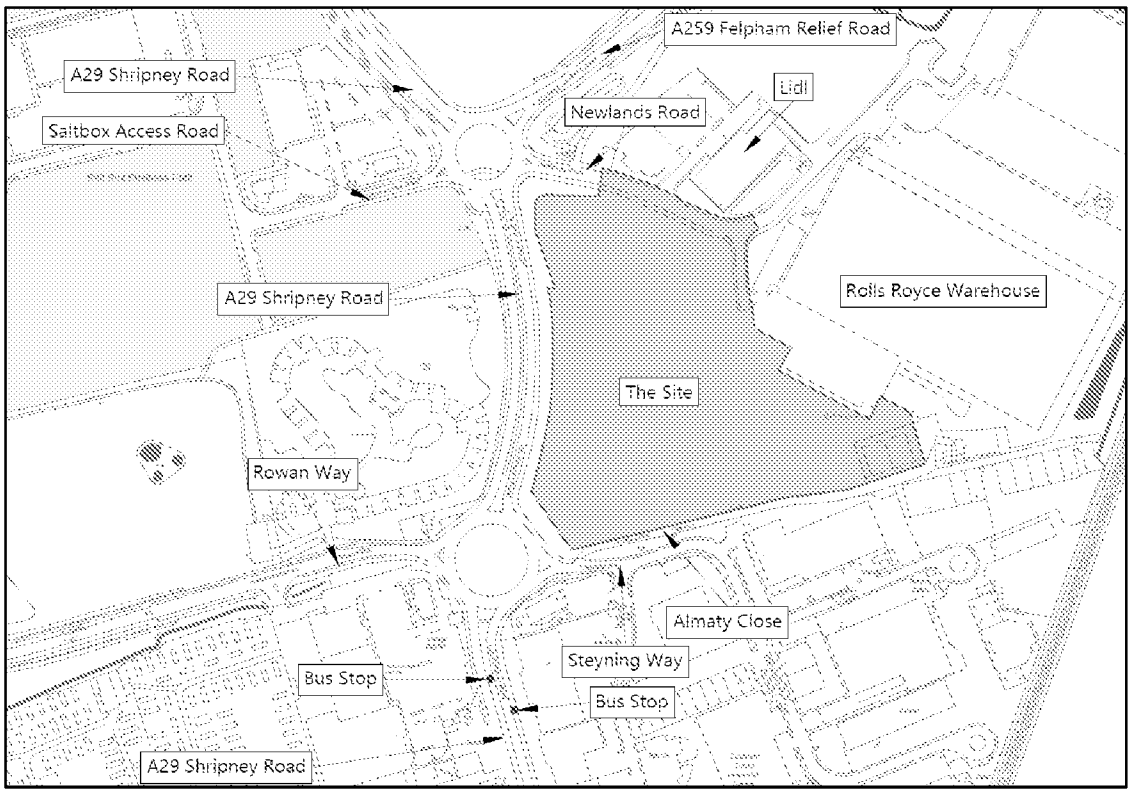
    i. Appropriately sized doors; and
    ii. Sloped surfaces that are compliant with the relevant standards

30. Adherence with this part of building regulations will ensure that the proposed units will be Disabled Discrimination Act (DDA) compliant in transport terms.

Local Highway Network

31. The site is located in the centre of the town of Thornbury and **Figure 2** shows the site location and the immediate area, with the closest bus stop shown by a bus stop symbol.

Figure 2 – The Site Location and the Immediate Area



32. Staff and visitors can use the existing dropped kerb crossings with tactile paving on the southern and western arm of the Saltbox roundabout to access the bus stops on the A29, together with the local amenities within Saltbox and off the A29 Shripney Road (southern arm)

33. Newlands Road is lit by a system of street lighting and is subject to a speed limit of 30mph.

Public Transport – Bus and Rail Details

34. 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.

35. The bus stops to the north of the site are served by the 66A and 66C bus services, which operate between Bognor Regis and Yapton via slightly different routes; 66A – anti-clockwise via Yapton and Walberton, 66C – clockwise via Walberton and Yapton. There are around five services each way Monday-Friday and four services each way on a Saturday with no services on a Sunday.

36. The southern bus stops are served by 66A and 66C as well as 61 and 62 bus services, which operate between West Meads and Bognor Regis (local service) and Rose Green Pagham and Bognor Regis respectively.

37. Each route has around three services daily Monday-Saturday with no services on a Sunday.

38. 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.

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

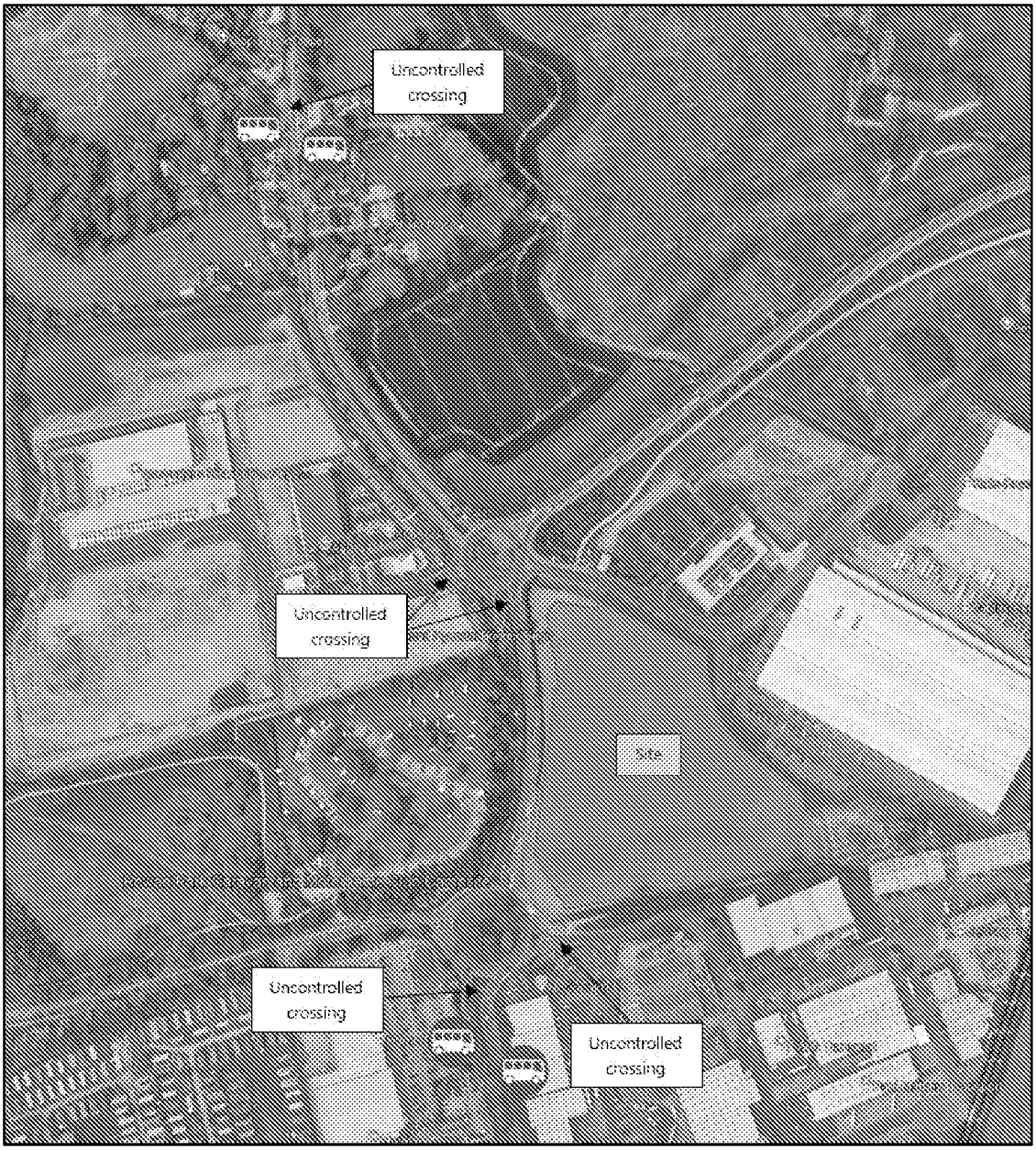
    i. London Victoria via Barnham – two services an hour
    ii. Barnham – two services an hour

40. 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

41. **Figure 3** 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 3 – Walking routes to the nearest bus stops



Summary

42. It is considered that the application site is accessible by walking and cycling, including existing controlled and uncontrolled pedestrian crossing points, with tactile paving. The application site is within 650 metres of bus stops on the A29 to the north and south of the site which provide frequent services to destinations in and around Bognor Regis and the wider area.

43. The application site will connect into the existing pedestrian/cycle path on the southern side of Newlands Road.

44. It has clearly been demonstrated that the application site is within a sustainable location in transport terms.

Calculation of the existing public transport Accessibility Index (AI)

45. Using the guidance provided by the BREEAM Technical Manual, the frequency of rail and bus services (average number per hour) at each node was input into the BREEAM Accessibility Index (AI) Calculator.

46. The assessment confirmed that the proposed development has an AI of 0.75 (see **Appendix 1**).

Appendix 1

BREEAM Accessibility Index (AI) Calculator

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM UK delivered by bre

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

Building type: Offices/Industrial

No. nodes required: 1

Select

NODE 1

Public transport type:	Bus
Distance to node (m):	650

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour:	1									

Accessibility Index:	0.75