

## TECHNICAL NOTE

PROJECT: Land at Oldlands Farm, Bognor Regis

REPORT: 24102/TN/03 – Technical Note 03 – Tra 01 and Tra 02 Checklists

DATE: January 2025

### Tra 01: Transport Assessment and Travel Plan

The following is a list of items that must be included within a transport assessment and travel plan, to achieve the Tra 01 credit. Please fill this table out and return to the BREEAM assessor.

Action	Yes/No	Document ref/details
1. Has a travel plan been developed as part of feasibility and design stages?	Y	<p>The Travel Plan (TP) reference is HTp/24102/TP/01 and has been developed as part of the feasibility and design stages.</p> <p>A Framework Travel Plan (HTp/22105/FTP/01) was prepared for the outline application (ref: BE/150/22/OUT)</p>
2. Has a site-specific transport assessment/statement been carried out?	Y	<p>BREEAM Technical Note (ref: HTp/24102/TN/01)</p> <p>A Transport Assessment (ref: HTp/22105/TA/01) was prepared for the outline application (ref: BE/150/22/OUT)</p>
3. Does this assessment cover the following?		
3a. Existing travel patterns and opinions of existing <i>building</i> or <i>site users</i> towards cycling, walking and public transport, so that constraints and opportunities can be identified (where relevant).	N	No existing building or site users
3b. Predicted travel patterns and transport impact of future building/site users.	Y	The travel opportunities and transport impact of future site occupiers has been assessed

Action	Yes/No	Document ref/details
3c. Current local environment for pedestrians and cyclists (accounting for any age-related requirements of occupants/visitors).	Y	Within Section 2.0 of the TN the existing situation and the local area has been discussed in detail. It is concluded that the proposed development is within a highly sustainable location in transport terms
3d. Reporting of the number and type of existing accessible amenities within 500m of the site's main entrance (measured along safe pedestrian route): <ul style="list-style-type: none"><li>- Appropriate food outlet</li><li>- Access to cash</li><li>- Access to an outdoor open space (public or private, suitably sized, and accessible to building users)</li><li>- Access to a recreation or leisure facility for fitness or sports</li><li>- Publicly available postal facility</li><li>- Community facility</li><li>- Over the counter services associated with a pharmacy</li><li>- Public sector GP surgery or general medical centre</li><li>- Childcare facility or school</li></ul>	Y	The number and type of existing amenities within 500 metres are summarised by Table 1 in HTp/24102/TN/02, which is reproduced for ease of reference: <ol style="list-style-type: none"><li>i. Lidl food store – 40 metres</li><li>ii. Starbucks – 350 metres</li><li>iii. Aldi food store – 400 metres</li><li>iv. Greggs – 400 metres</li></ol>
3e. Disabled access (accounting for varying levels/types of disability, including visual impairment).  In addition to discussing immediate access to the building, this should include details of approaches to the site indicating the presence (or not) of dropped kerbs; tactile paving; audible crossing signals; widths of pavements to accommodate wheelchair users etc. It could also reference local bus services with low floor access. Note that this is a description of existing access and does not imply a requirement to improve disabled access.	Y	The B8 layout demonstrates 10 car parking spaces for the dedicated use of blue badge holders. The B2 layout demonstrates 13 car parking spaces for the dedicated use of blue badge holders.  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  It has also been confirmed by the Architect that the proposed development will adhere to the design standards set out within Part M (Access to and use of Buildings) of building regulations to include: <ol style="list-style-type: none"><li>i. Appropriately sized doors</li><li>ii. Sloped surfaces that are compliant with the relevant standards</li></ol>

Action	Yes/No	Document ref/details
		Adherence with this part of building regulations will ensure that the proposed units will be Disabled Discrimination Act (DDA) compliant in transport terms
3f. Calculation of the existing public transport Accessibility Index (AI).	Y	<p>The existing public transport Accessibility Index (AI) has been calculated using the BREEAM Methodology contained in page 181-182 of the <i>"Technical Manual: Version SD5078-Issue: 3.0"</i> and the Accessibility calculator provided by BREEAM operatives</p> <p>The public transport AI for the new development is 0.75 and the Accessibility Index Calculator is attached as Appendix 1 to HTp/24102/TN/02</p>
3g. Current facilities for cyclists.	Y	<p>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.</p>
4. Does the travel plan include proposals to increase or improve sustainable modes of transport and movement of people and goods during the building's operation?	Y	<p>The TP contains information to raise awareness about the sustainable transport opportunities in the local area including cycle, and pedestrian networks etc. This is discussed in more detail in Tra02</p> <p>Please also refer to the TN (HTp/24102/TN/01) for more information</p>
5. Is the occupier known? If so, has the occupier been involved in the development of the travel plan?	Y	<p>RI OLDLANDS JV LIMITED, the applicant and occupier, has been included in the development of the Travel Plan</p>
6. Has it been confirmed that the travel plan will be implemented post construction and be supported by the building's management in operation?	Y	<p>In accordance with the approved outline application for BE/150/22/OUT, a contribution is to be made towards the ongoing monitoring of the Travel Plan</p> <p>It is anticipated that a monitoring report is to be carried out using TRICS SAM Surveys biennially over a 5-year period (i.e., years 1, 3 and 5) and submitted to West Sussex County Council. The measures will be reviewed at this time</p>

Action	Yes/No	Document ref/details
		RI OLDLANDS JV LIMITED will be responsible for managing the industrial units 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 of the Travel Plan (HTp/24102/TP/01)

## Tra 02: Sustainable Transport Measures

The following is a list of the sustainable transport measures that can be implemented to the project to achieve credits for Tra 02. Credits are awarded based on the Accessibility Index (AI) of the project and the number of points achieved for the options implemented, essentially enabling projects with higher AIs to require fewer points to obtain similar credits to those with lower AIs:

AI < 25 points	25 ≤ AI < 40 points	AI ≥ 40 points	Credits
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

Please fill this table out and return to the BREEAM assessor.

Action	Yes/No	Points	Document ref/details
Have the following sustainable transport measures been implemented/achieved for the development?			
1. The existing AI calculated for Tra 01 is $\geq 8$	N	0/1	An examination of the local bus services within proximity to the site demonstrates that the AI for the proposed development is <b>0.75</b> .

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<p>2. Demonstrate an increase over the existing AI through negotiation with local bus, train, or tram companies to increase the frequency of the local service provision for the development</p> <p>OR</p>	N	0/2	N/A
<p>Demonstrate an increase over the existing AI, e.g., through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions.</p> <p>OR</p>	N	0/3	N/A
<p>If the building type has a fixed shift pattern (e.g., school, offices, retail, factories, prisons), provide a dedicated bus service to the local population centre, public transport interchange or door-to-door.</p>	N	0/3	N/A
<p>3. 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.</p>	Y	1/1	<p>Future staff and visitors will be directed to use the relevant smart phone app</p> <p>Wayfinding can be provided across the site</p> <p>A Travel Information Board, which will be updated regularly, will be provided within staff areas</p>
<p>4. Provide electric recharging stations of a minimum of 7kW for at least 10% of the total car parking capacity for the development.</p>	Y	1/1	<p>A minimum of 10% of car parking spaces for each unit will be provided with electric vehicle charging</p>
<p>5. Set up a car sharing group or facility to facilitate and encourage building users to car share.</p> <p>AND</p>	Y	1/1	<p>The applicant is developing a car share scheme for staff with Mobilityways, including access to a car sharing app</p>

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<p>Raise awareness of the sharing scheme with marketing and communication materials.</p> <p>AND</p>	Y	<p>Mobilityways will provide on-site support and engagement, as well as providing workshops and marketing packages for tenants and staff</p> <p>Information will be displayed on the Travel Information Board</p>
<p>Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development.</p> <p>AND</p>	Y	<p>The scheme will offer the following dedicated staff car sharing spaces on the site:</p> <p>B8</p> <p>Unit 1 – 2 parking spaces, Unit 2 – 5 parking spaces, Unit 3 – 3 parking spaces</p> <p>B2</p> <p>Unit 1 – 4 parking spaces, Unit 2 – 9 parking spaces, Unit 3 – 4 parking spaces</p>
<p>Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.</p>	Y	<p>Priority car sharing spaces will be located close to the entrance the units</p>
<p>6. 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.</p> <p>AND</p>	N	
<p>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.</p>	N	0/2
<p>7. Install compliant cycle storage spaces (meeting the minimum</p>	Y	1/1

<p>levels set out in Table 7.5 under Tra 02).</p>			<p>staff and 19 cycle parking spaces for visitors above the Council's minimum requirements and above BREEAM minimum requirements.</p> <p>The B2 layout demonstrates 93 secure and covered cycle parking spaces for staff and 37 cycle parking spaces for visitors in accordance with the Council's minimum requirements and above BREEAM minimum requirements.</p>
<p>8. If compliant cycle storage is present, provide at least two compliant cyclists' facilities (as defined in Tra 02) for the building users out of:</p> <ul style="list-style-type: none"> <li>- Showers</li> <li>- Changing facilities</li> <li>- Lockers</li> <li>- Drying spaces</li> </ul>	Y	<u>1/1</u>	<p>The proposed development will include:</p> <ul style="list-style-type: none"> <li>- Showers to be 1 per 10 cycle parking spaces</li> <li>- Lockers to be at least equal to number of cycle parking spaces</li> </ul>
<p>9. At least three existing accessible amenities are present, see Table 7.6, where relevant for the building group.</p>	N	<u>0/1</u>	
<p>10. Ensure a minimum of one new accessible amenity (from Table 7.6 below) is provided.</p> <p>OR</p>	Y	<u>2/2</u>	<p>Proposed development includes a breakout space for staff outside within the application boundary as well as green space available for staff use</p>
<p>Ensure more than one new accessible amenity (from table 7.6 below) is provided</p>	N	<u>0/3</u>	
<p>11. 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.</p>	Y	<u>3/1-3</u>	<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>EV cycle battery charging will be provided within each of the cycle parking areas.</p>

Total points	10
AI of the project	0.75
Number of credits achieved	10

**Table 7.6 Amenities applicable for option 9 and 10 for different Building Groups (BG).**

Criteria	BG 1	BG 2	BG 3	BG 4	BG 5	BG 6
Proximity from Main Entrance (walking distance) (metres)	500	500	500	500	500	500
Appropriate food outlet	✓	✓	✓	✓	✓	✓
Access to cash	✓	✓	✓	✓	✓	✓
Access to an outdoor open space (public or private, provided suitably sized and accessible to building users)	✓	✓	✓	✓	✓	✓
Access to a recreation or leisure facility for fitness or sports	✓	✓	✓	✓	✓	✓
Publicly available postal facility	✓	✓	✓	✓	✓	✓
Community facility	✓	✓	✓		✓	✓
Over the counter services associated with a pharmacy	✓	✓	✓	✓	✓	✓
Public sector GP surgery or general medical centre			✓		✓	✓
Child care facility or school	✓		✓		✓	✓

✓ - Amenity relevant to building type.

#### **Building Groups:**

- BG 1: Offices, Retail, Industrial, Courts and Prisons
- BG 2: Preschool, Schools, Sixth Form
- BG 3: Higher Education and Further Education
- BG 4: Healthcare
- BG 5: Multi-residential
- BG 6: Other building types

Completed by (name): Fiona Bennett

Organisation: Highgate Transportation

Date: 31<sup>st</sup> January 2025