



St. Joseph's, Bognor Regis

TRAVEL PLAN

Report

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Report Record							
Job No.	Report No.	Issue No.	Prepared	Verified	Approved	Status	Date
ST17469	1	2	HMJ	HM	JS	Draft	16/12/2016

Contents Amendments Record				
Issue No.	Revision description	Approved	Status	Date
1	Issue to client for comment	JS	Draft	05/12/2016
2	Make changes based on client comments	HM	Final	16/12/2016

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1 Introduction

GENERAL

- 1.1 JMP Consultants Limited (JMP) has been commissioned to provide transport and highways advice in connection with the proposed re-development of St. Joseph's, Essex House (1-2 Walton Road), Blackbird Cottage and two pieces of land east of Las Arenas & Beach Lodge including a standalone conservatory and kitchen (the Site).
- 1.2 The Local Planning Authority is Arun District Council and the Local Highway Authority is West Sussex County Council.

PROPOSED RE-DEVELOPMENT

- 1.3 The proposed redevelopment comprises the change of use of the buildings listed to a Sui Generis House in Multiple Occupation (HMO) for team member accommodation connected to Butlins Bognor Regis. It is expected to accommodate 90 team members and an on-site manager.

SCOPE OF THE TRAVEL PLAN

- 1.4 The content of the Travel Plan is presented as follows:
- **Section 2: Policy Review and Analysis** – Outline the policy context in line with the Proposed Development presented in the TP;
 - **Section 3: Baseline Studies** – Provides an overview of the existing transport conditions prevailing at the Site and in the immediate surrounding area. It also details the Proposed Development proposals;
 - **Section 4: Travel Patterns** – Outline the existing and future travel patterns at the Site;
 - **Section 5: Aims, Objectives and Targets** – Outlines the aims, objectives and targets associated with the TP;
 - **Section 6: Travel Plan Strategy** – Outline the proposed site-wide measures that will be implemented;
 - **Section 7: Travel Plan Measures** – Outlines the measures taken to promote sustainable travel at the site;
 - **Section 8: Monitoring** – Outline the measures employed at the Site to enforce the Travel Plan; and
 - **Section 9: Summary and Conclusion** – Summarised the TP and presents a final conclusion.
- 1.5 All technical appendices are included at the end of this document for reference.

2 Policy Review and Analysis

INTRODUCTION

- 2.1 This chapter reviews current and emerging land use and transport planning policies at national, regional and local government levels, and summarises how the Proposed Development complies. Reference is made to the following policy documents:

National Policy

- National Planning Policy Framework (NPPF) (2012).

Regional Policy

- West Sussex Transport Plan 2011-2026 (LTP3);
- WSCC Revised County Parking Standards and Transport Contributions Methodology 2003; and

Local Policy

- Arun District Local Plan 2003;
- Arun Local Plan 2011-2031 Publication Version October 2014;
- Arun District Council Infrastructure Delivery Plan 2015;
- Bognor Regis Neighbourhood Plan and;
- Bognor Regis Parking Strategy 2012.

NATIONAL PLANNING POLICY

National Planning Policy Framework NPPF 2012

- 2.2 The final version of the NPPF was published on 27 March 2012. It came into effect immediately, superseding all other national planning policy (except on waste).
- 2.3 The document sets out the government's economic, environmental and social planning policies for England and its expectation for their application. It is meant as high level guidance for local councils to use when defining their local and neighbourhood plans. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.
- 2.4 The essence of the document is to support sustainable development, defined as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs' (p.2).
- 2.5 The NPPF defines the delivery of sustainable development through three roles:
- Planning for prosperity (an economic role);
 - Planning for people (a social role); and
 - Planning for places (an environmental role).
- 2.6 It notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system.
- At the heart of the NPPF is a presumption in favour of sustainable development which 'should be seen as a golden thread running through both plan making and decision taking' (Paragraph 14). In paragraph 15, it goes on to say that 'Policies in Local Plans should follow the approach of the

presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay'.

- 2.7 A sustainable transport mode is described as 'any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport' (Annex 2, p.57).
- 2.8 Paragraph 32 states that developments that generate significant amounts of movement should be supported by a Transport Statement and Transport Assessment. It goes on to state that plans and decisions should take account of whether:
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and sustainable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport networks that cost-effectively limit the significant impacts of the development. Developments should only be prevented or refused on transport ground where the residual cumulative impacts of development are severe'.
- 2.9 Paragraph 34 seeks to ensure that 'developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised'.
- 2.10 Paragraph 35 goes on to state that 'plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of good or people'. Therefore, developments should be located and designed where practical to:
- 'Accommodate the efficient delivery of goods and supplies;
 - Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - Create safe and secure layouts that minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
 - Consider the needs of people with disabilities by all modes of transport'.
- 2.11 The Proposed Development is shown to comply with regulations relating to sustainable modes of transport with Butlin's providing 20 bicycles for Team to use and encouraging sustainable travel where possible. Safe and sustainable access to the Site has also been built into the design so that it is accessible to all.

REGIONAL PLANNING POLICY

West Sussex Transport Plan 2011-2026 (LTP3)

- 2.12 The priorities within the LTP3 are as follows:
- Improvements to the A27 trunk road and complementary public transport improvements to the current bottlenecks at Chichester, Arundel and Worthing (not currently programmed) to increase capacity, improve reliability and safety and increase the competitiveness of local businesses and attract investment.
 - Programmed improvements to the A23 trunk road at the current bottleneck between Handcross and Warning lid to increase capacity and improve the safety record.
 - Maintaining the highway network.
 - Whilst major schemes are a high priority for us, they are likely to take many years to deliver. It remains important that alongside these priorities we continue to work with our community to

improve the safety record on our local roads, increase usage of healthy and sustainable modes of transport, and provide access to services.

- The LTP3 also outlines four strategies that guide the approach to maintaining, managing and investing in Transport. A number of sub-points of relevance to the Proposed Development have been noted.
- Promoting economic growth
- Improve connectivity and access to local labour markets and key centres
- Tackling climate change
- Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport
- Reduce the need to travel at all by encouraging provision of local services
- Providing access to services, employment and housing
- Ensure accessibility is a central consideration when planning local services
- Seek to ensure that places of work, education, leisure and food retail opportunities
- Improving safety, security and health

- 2.13 The Proposed Development complies with regulations outlined as it reduces the need for unnecessary vehicle trips by providing a shuttle bus that Team Members can use to get to and from the Butlins Resort, if required.

WSCC Revised County Parking Standards and Transport Contributions Methodology 2003

- 2.14 The Revised WSCC County Parking Standards and Transport Contributions Methodology (2003) form part of the Supplementary Planning Guidance adopted by West Sussex County Council in November 2003. It sets out:
- Revised parking standards for all development use classes; and
 - A contributions methodology to be applied to commercial and residential development.
- 2.15 The cycle parking standards states that 2 cycle parking spaces per dwelling (2 beds or more) +1 space per 8 dwellings for visitors should be provided. 1 space per dwellings (1 bed) and 1 space per dwellings + 1 space per 8 dwellings for visitors. These standards are a minimum and represent an increase in previous standards.
- 2.16 In addition to providing the correct cycle parking provision, all cycle parking must be shelters and secure and in accordance with local guidance or best practice design. However, flexibility and innovation will be encouraged. It is essential that cycle parking is considered carefully within the design of new developments.
- 2.17 The Proposed Development complies with this policy as the development has been carefully designed to ensure that cycle parking is accessible to all residents which is secure and covered.

LOCAL PLANNING POLICY

Arun District Council 2014 – Minor Modifications to the Local Plan

- 2.18 A schedule of minor modifications has been made to the Arun Local Plan following Local Plan Sub Committee: 31st July 2014 and Full Council: 10th September 2014 compared to the Publication Version (Regulation 19) (February 2014) and the intended Remaining Chapters.
- 2.19 The majority of these modifications are minor and relate to spelling changes and word variations.

Arun District Local Plan 2003

- 2.20 The Arun District Local Plan 2003 was adopted on the 17th April 2003 and covers the period up to 2011 when the new local plan takes over. It forms a statement of Arun District Council's planning policies which will be used as a basis for decision making in planning application. It consists of a written statement, and Proposals Map which itself includes several smaller 'Insert Maps'.
- 2.21 The key aim of the plan is to apply the principles of sustainable development in assessing development proposals, striking the balance between the need for development and the protection of scarce resources. Policies and proposals within the plan seek to guide development to meet needs, such as economic regeneration and housing, and ensure the provision of appropriate infrastructure, whilst protecting previous resources such as the countryside, open spaces and sites important for nature conservation.
- 2.22 The Local Plan is split into four sections:
- Section 1 - General Policies
 - This sets out the Council's objectives and the general policies with which the Council would expect development proposals for any sites anywhere within the District to comply. These policies underlie all other policies in the Plan.
 - Section 2 - Area Policies
 - Sets out policies for specific areas and locations and will apply to development proposals within these areas. (The areas are indicated on the Proposals Map)
 - Section 3 - Specific Development
 - Sets out policies applicable to specific types or forms of development, with which the Council would expect any proposals which include one or more specified types/form of development to comply.
 - Section 4 - Land Allocations
 - Sets out the Council's site specific proposals and allocations for various sites within the District and the policies with which it would expect development on those sites to conform.
- 2.23 The Proposed Development is policy compliant as it is a sustainable development that utilises the existing buildings to meet the needs of the Butlin's Team Members.

Arun Local Plan 2011-2031 Publication Version

- 2.24 The Arun Local Plan 2011 – 2031 Publication Version sets out the Council's vision for the development of Arun up to 2031. The Plan covers the Arun Local Planning Authority Area (LPA). The LPA is Arun District Council administrative area excluding land within the South Downs National Park Authority boundary. This document was submitted for independent examination on 30th January 2015.
- 2.25 The Arun Local Plan contains strategic and development management planning policies, which will shape the future of the area and will be used in the consideration of planning applications.
- 2.26 The Local Plan's strategic vision is underpinned by 'objectives' which set out aspirations for how Arun can change over the Plan period. It also contains a suite of strategic and more detailed policies which aim to achieve the vision and objectives. It promotes and guides private and public sector investment and neighbourhood planning. The Local Plan's 'strategic policies' set out the overall strategy for the Arun Local Planning Authority with regard to:
- The amount of new employment, retail and housing development that will take place in the District up to 2031;
 - A strategic framework to help determine planning applications;
 - The framework for neighbourhood development; and

- A statutory guide to help local communities deliver local change.
- 2.27 The West Sussex Transport Plan 2011-2026 identified key transport issues in the District including:
- Road congestion during peak hours which causes disruption and air pollution especially on the A27 at Arundel, the A29 and A259;
 - Level crossings on the A29 and the A284 cause delay between the A27 and the main towns of Bognor Regis and Littlehampton;
 - Lack of safe crossing points along the main routes through the District causes community severance;
 - Rail services between both Littlehampton, Bognor Regis and London are perceived as slow and upgrades to improve accessibility to rail stations are required;
 - The current provision of pedestrian and cycling facilities is disjointed and suffers from inadequate signage, crossing points and poor surfacing;
 - The Public Right of Way (PROW) network linking the South Downs National Park with the coast is also disjointed and deficient in bridleway access and requires surface enhancements; and
 - Due to low use of some services, there is uncertainty over the future viability of some bus services.
- 2.28 Policy T SP1 states that to ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development provides safe access onto the highway network; contributed to highway improvements and promotes sustainable transport, including the use of low emissions fuels, public transport improvements and the cycle, pedestrian and bridleway network.
- 2.29 Policy T SP1 aims to promote sustainable transport, promote efficient use of existing transport network and reduce congestion on the highway, promote the use of low-carbon energy and promote healthy lifestyles. The Proposed Development works towards these outcomes through the provision of cycle parking on Site as well the hybrid shuttle bus and the lack of car parking provided.
- 2.30 The Proposed Development is policy compliant as it aims, as far as reasonably practical to encourage sustainable transport to and from the Site and the use of low emission fuels, through the provision of bicycles and a hybrid shuttle bus that can be used by residents.

Arun District Council Infrastructure Delivery Plan 2015

- 2.31 Parsons Brinckerhoff (PB) were commissioned by Arun District Council to produce an update to the infrastructure Delivery Plan (IDP). This forms part of the evidence base to support Arun's emerging Local Plan. This IDP is an updated version of the draft IDP published in April 2013, which was based upon the proposed growth planning through the emerging draft Local Plan (2013).
- 2.32 Arun District Council is required to demonstrate that the policies and proposals outlined in the Local Plan are deliverable. To this end, it is necessary to understand the infrastructure that is required to support the anticipated development and growth across the district.
- 2.33 The purpose of the IDP is to set out these infrastructure requirements and also facilitate an on-going partnership approach with infrastructure providers. The IDP has been produced using the best available information to date. Due to the nature of infrastructure planning, however, it should not be expected that every piece of infrastructure identified in the plan will be delivered.
- 2.34 The Proposed Development is policy compliant as it aims to support development and growth within the district. By moving team members off-site Butlins can expand their existing premises and promote growth through increased employment opportunities through an increase in potential customers.

Bognor Regis Neighbourhood Plan (2015)

- 2.35 Bognor Regis Neighbourhood Plan was adopted in 2015 and forms part of Arun District Councils Local Planning Policy Framework, to be used to help make planning decisions. The policies forming this document are a material consideration when planning applications are decided upon. The Neighbourhood Plan intends to:
- Provide a vision for the future of the area, based on evidence of what is needed and what makes the local area distinctive;
 - Translate this vision into priorities and policies to guide future development, the allocation of land and resources, and investment;
 - Support other priorities for the area – such as the local economy, improving transport, building better homes and action on climate change.
- 2.36 The Butlins Bognor Regis resort is cited in the text and highlights the significant investments planned for the future that aim to increase hotel capacity and improve Butlins 'relationship' with the seafront and the town.
- 2.37 Sustainable Travel is a key policy in the document and highlights the need for development proposals to maintain and extend, where possible, emerging networks of: rights of way, cycle routes and pedestrian facilities in the town. Any development with significant traffic impact shall be required to contribute to improvements to the pedestrian and cycle networks, as well as parking and shared space area. Applications are encouraged to seek practical and early advice from the District Highway Authority at West Sussex County Council, the Town Centre Manager, the planning team at Arun District Council and the Town Council.
- 2.38 Any parking provided as part of a development need to be adequate and proportional to the development and ensure that seasonal fluctuations do not impact on existing parking provision.

Bognor Regis Parking Strategy 2012

- 2.39 The objectives of the Bognor Regis Parking Strategy are to:
- Guide the management and provision of parking in the town centre;
 - Ensure future parking provision complements future development whilst meeting the needs to the town's residents and visitors; and
 - Contribute to the viability and prosperity of Bognor Regis.
- 2.40 MVA consultancy on behalf of the council undertook a review of the car parks in the area, the main access route and their capacity and stress. They found that the Proposed Developments in the area could lead to a seasonal shortage of spaces, especially as any underground parking is limited by water table issues.
- 2.41 The Proposed Development should not lead to the need to park in any car park situated around Bognor Regis. Car parking whilst not provided on Site is to be provided at the Butlins site for those that need it, the on-site manager will have access to one on site car parking space.

3 Baseline Conditions

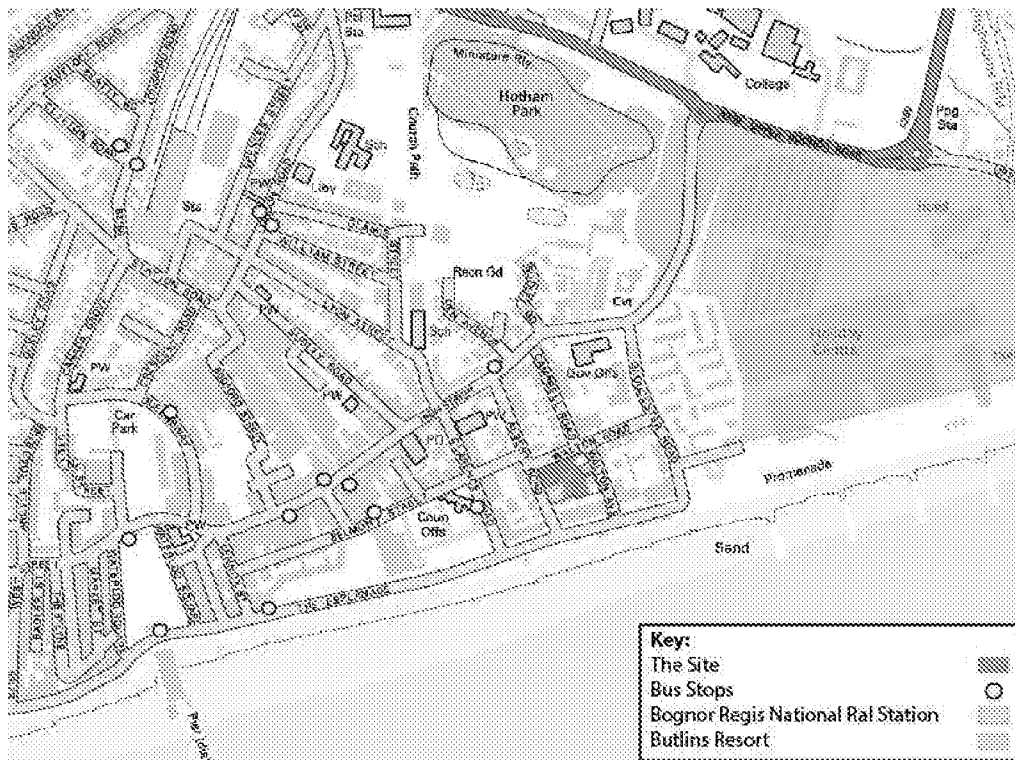
GENERAL

- 3.1 This section provides information on the existing Site and the surrounding area, with a focus on local transport infrastructure and services.
- 3.2 Baseline conditions need to be accurately established to fully understand the context of the proposed redevelopment and the associated traffic and transport implications. This is informed by desk based research.

SITE LOCATION AND EXISTING LAND USES

- 3.3 The development Site is located to the east of Bognor Regis in West Sussex approximately 150m from the Butlins resort. It is bound by Walton Road to the north, Walton Avenue to the east, Albert Road to the west and a residential development names Esplanade Grande to the south which looks over the promenade.
- 3.4 The Site to be developed is comprised of three separate buildings and empty land. The land uses are as follows:
- **St. Joseph's** – A three to four storey building, formally a care home (class C2), with a total of 25 bedrooms as well as a chapel. It is physically connected to Essex House at Ground Level. There is a small parking area on the western side suitable for 4-5 cars.
 - **1-2 Walton Road** – A two storey terrace of two dwellings with additional accommodation in the roof. It is part flint and part light grey coloured brick. Part of the terrace has been extended at ground and first floor level to the rear. The buildings were previously converted into flats with a total of nine on the ground and first floors.
 - **Blackbird Cottage** – A two storey detached dwelling with 13 bedrooms. There is also a smaller single storey standalone building at the rear.
 - **Conservatory** – Located to the rear of Beach Lodge, this is a free standing conservatory with adjacent free standing kitchenette.
- 3.5 The Site has gardens to the rear of the buildings which are shared amongst all of the properties and provide for a central courtyard-like space. There is also a freestanding bus shelter type smoking area adjacent to the boundary with Pearlfishers, a building outside the blue line boundary that is not part of this development.
- 3.6 A Site location plan, showing the Site in context to the wider area can be seen in **Figure 3.1**.

Figure 3.1 Site Location in Context



- 3.7 Access to St. Joseph's is off Albert Road, Essex House (1-2 Walton Road) is off Walton Road and Blackbird Cottage can be accessed via Walton Avenue. The Site is surrounded mainly by residential dwellings of which most have off-street parking. There is no off-street parking associated with the three buildings set for redevelopment.

LOCAL HIGHWAY NETWORK

Albert Road

- 3.8 Albert Road is a two way single carriageway road and leads to The Esplanade in the south and the High Street in the north. It has a speed limit of 30mph with street lights along the entirety of the road. Albert Road is within a Controlled Parking Zone (CPZ) with designated parking bays along certain stretches. The CPZ restricts parking between 09:00 and 17:00 Monday to Saturday. Visitor parking bays are also located on street which restricts parking to between 09:00 and 17:00 Monday to Saturday with a 2 hour limit.

Walton Road

- 3.9 Walton Road is a two way single carriageway street, forming a junction with Albert Road at the northwest corner of the Site. The speed limit is 30mph and both sides of the carriageway have on street parking spaces which reduce its effective width. It is within the same resident parking zone as Albert Road and has a small number of visitor parking spaces.

Walton Avenue

- 3.10 Walton Avenue is a two way single carriageway street forming a junction with Walton Road in the northeast corner of the Site. On street parking reduces the effective width of the carriageway and it is located in the same CPZ as Albert Road.

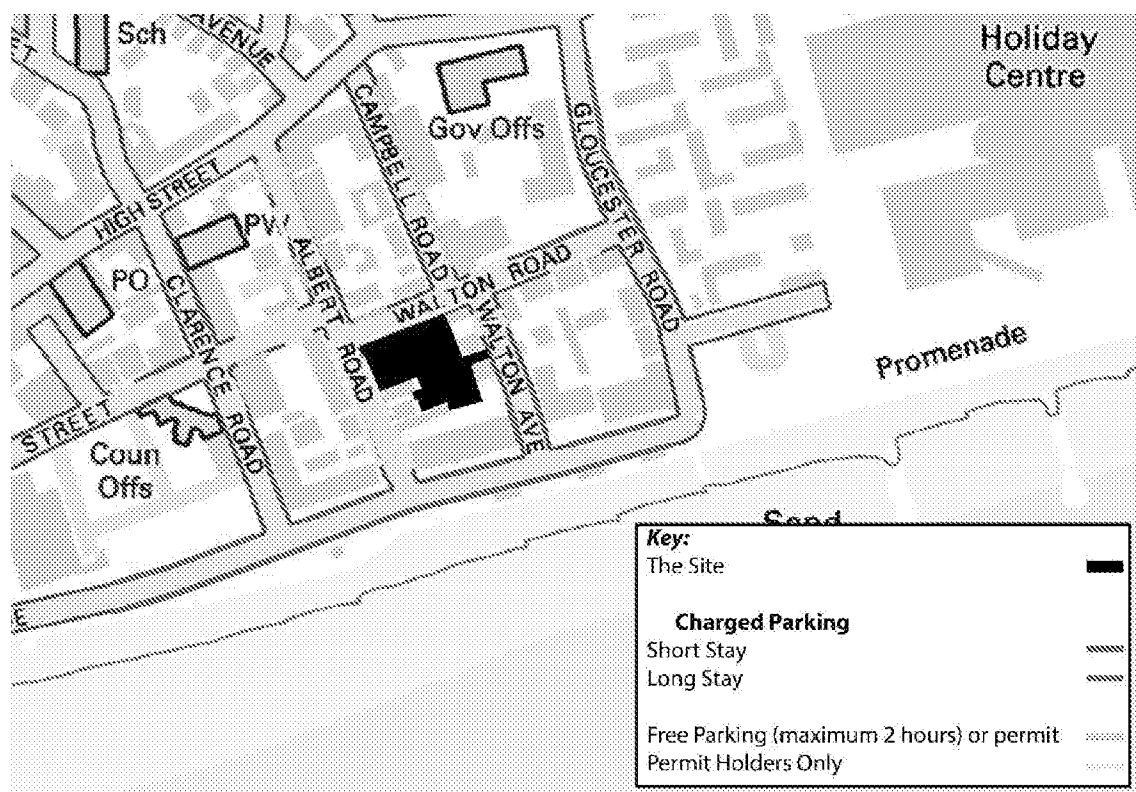
LOCAL FACILITIES

- 3.11 The Site is located less than 150m from the High Street which is a local amenity area and has a number of local shops and services. The High Street also connects the Site to the town centre and railway station.

ON-STREET PARKING

- 3.12 There is a mixture of permit, pay and display and unrestricted parking in the vicinity of the Site, with the majority being permit or pay and display spaces. The "permit only" spaces restrict parking to between Monday to Saturday 09:00-17:00. Pay and Display spaces are restricted to paying customers only Monday to Sunday 09:00-17:00 excluding bank holidays, at a charge of 90p per hour.
- 3.13 A map of the on-street parking space availability in the roads surrounding the Site can be seen in **Figure 3.2** below.

Figure 3.2 On-Street Parking



PUBLIC TRANSPORT

National Rail

- 3.14 Bognor Regis National Rail Station is located approximately 800 metres to the northwest of the Site and links to the Site to towns and cities across the South Coast including Brighton and Littlehampton as well as London Victoria and Gatwick Airport.

Bus Services

- 3.15 The closest bus stop to the Site is located on High Street to the north of the Site, forming a junction with Albert Road. This stop serves the routes 67, 600, U7 and the 700 coastliner. The stop has no shelter and is simply a bus flag with timetables, this can be seen in **Figure 3.3** below.

Figure 3.3 Bus Stop on High Street



- 3.16 A full breakdown of the bus stops and routes that serve the site can be seen in **Table 3.1** below.

Table 3.1 Bus Services and Route

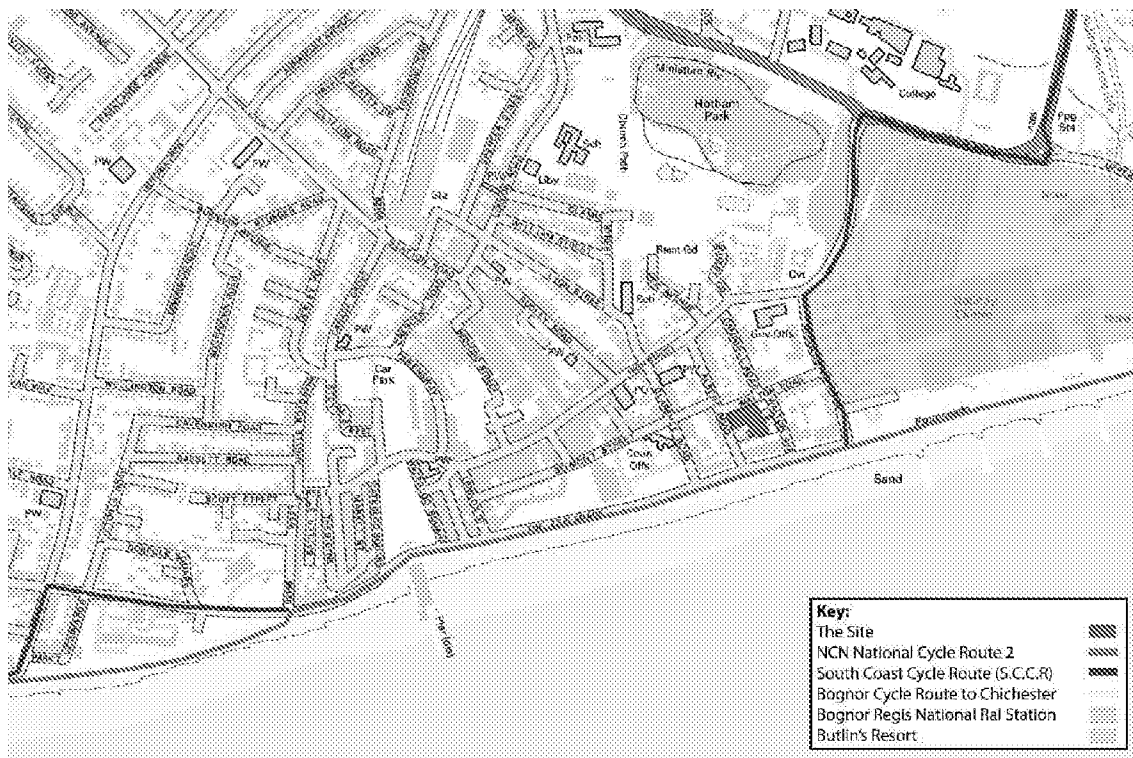
Route	Bus Stop	Distance	Locations Served
67	High Street	150m	Bognor to Felpham
600	High Street	150m	Elmer to Chichester via Pagham
U7	High Street	150m	Bognor to Chichester
700 Coast liner	High Street	150m	Littlehampton to Chichester via Yapton
660	Town Hall	160m	Bognor to Chichester
1	High Street (Stop B)	480m	Bognor to Amberley

61	Town Hall	160m	Bognor to Aldwick
62	Town Hall	160m	Bognor to Nyetimber via Aldwick
141	Hotham Park	650m	Yapton to Bishop Luffa School via Bognor
Bus Star	Post Office (Stop O)	320m	Bognor to Bersted

Cycle Facilities

- 3.17 National Cycle Route 2 as well as the South Coast Cycle Route (S.C.C.R), a Local Cycle Network, run in close proximity to the Site. These routes connect cyclists to Brighton, Horsham, Portsmouth and Chichester. The routes and their proximity to the Site can be seen in **Figure 3.4**.

Figure 3.4 Cycle Routes in the Vicinity of the Site



4 Development Proposals

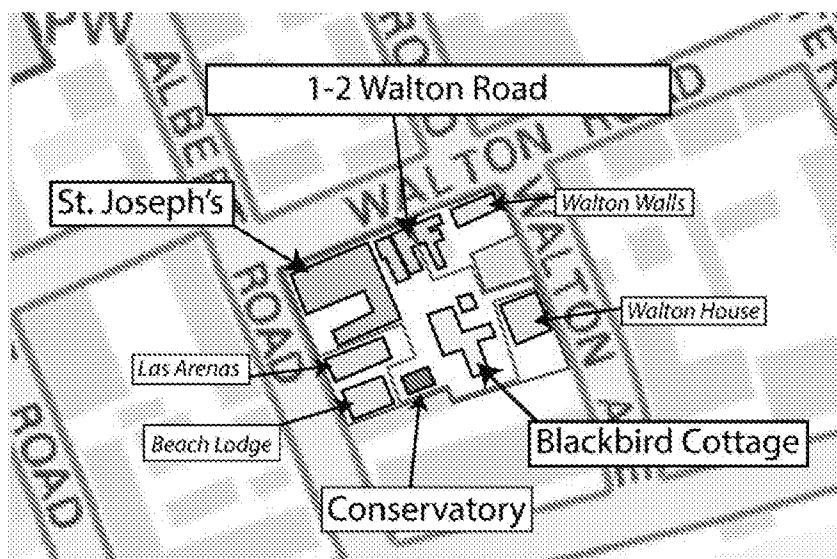
GENERAL

- 4.1 This section of the Transport Statement assesses the Proposed Development including the proposed land uses, car and cycle parking provision.
- 4.2 The general floor arrangement drawings, as prepared by Randell Design Group, are included at **Appendix B**.

PROPOSED DEVELOPMENT

- 4.3 The proposals are to redevelop the existing buildings into one Sui Generis residential property to be leased by Butlins for their team accommodation on a long term basis. The team accommodation will cater for up to 90 team members and one on-site manager in total at the Site. There will also be private accommodation for an on-site manager who will have a key role and a wide range of responsibilities including Site manager, concierge, housekeeping, maintenance and ensuring that the rules and regulations within the Team Accommodation Agreement are kept to. The room's usage and occupancy levels will differ between seasons (peak and off-peak period for Butlin's).
- 4.4 Butlin's are redeveloping their resort at Bognor Regis, which will result in the removal of the existing team member's accommodation. Butlin's are looking for off-site accommodation for team members where they can have an improved work/life balance. The existing team accommodation, which is within the 1960's buildings at the Resort, is of poor quality compared to the accommodation Butlin's are looking to secure at the development Site, this will ensure that Butlin's can secure the skilled professional employees they require to invest in the resort.
- 4.5 It is noted that these proposals are similar to that of Ashley House, another site selected for team accommodation. This was approved with conditions by Arun District Council on 10th August 2016 (ref: BR/100/16/PL).
- 4.6 A plan showing the buildings designated for redevelopment can be seen in **Figure 4.1** below.

Figure 4.1 Redevelopment Site Plan



- 4.7 There will be no structural changes to the buildings and minimal external alterations, the existing structures will simply be adapted into a HMO, in other words they will still operate as three separate buildings but with a common land use.
- 4.8 The conservatory will have restricted opening times to between 08:00 and 19:00.

ACCESS STRATEGY

Vehicular Access

- 4.9 There is an existing vehicular access into St. Joseph's off Albert Road which has the capacity for a maximum of four cars including one disabled space. The Proposed Development will re-design the parking area to accommodate two car parking spaces including one disabled and a dedicated minibus space.
- 4.10 Swept path analysis of the minibus entering and exiting the site can be seen at Appendix C. It is noted that when the minibus is parked on Site there is no access to the disabled space from the crossover within the red line boundary, however, it is not intended for the minibus to park in the space other than to pick up/drop off residents (the minibus will be kept at the main Butlins site when it is not in use). This will be managed by the on-site caretaker. As well as this, within the blue line boundary of the site, there is another adjacent vehicular access which can be utilised, if necessary, by the disabled driver, providing constant access to the space.

Pedestrian Access

- 4.11 Pedestrian access to the Site can be gained from Albert Road, Walton Road and Walton Avenue, utilising existing access points into the three developed buildings. All access points will be gated and secure.
- 4.12 It is noted that restricted access will operate from Walton Road.

DELIVERY AND SERVICING

- 4.13 All team members will be provided with meals at the resort, though they will also have access to kitchen facilities on Site.
- 4.14 All postal deliveries will be taken to the Butlins resort and team members will collect their post from there. No postal deliveries will be accepted on Site, as per the arrangements at Ashley House. The team member accommodation will effectively form part of the resort, as currently is the case, in terms of servicing and delivery activities.
- 4.15 Waste provisions will be split across 8 x 1100 litre bins, six located near St. Joseph's and 2 near Blackbird Cottage. In total 8800 litres of waste storage will be provided.
- 4.16 Refuse and recycling collection will continue as per the existing arrangements, the manager/caretaker will be responsible for ensuring the refuse bins are ready on the day of collection.

PARKING

Butlin's Car Ownership levels

- 4.17 The total level of car ownership for the team members who currently reside on the resort is 0.09 vehicles per Team Member. Currently 45 vehicles are parked at Butlins for 470 Team Members. This is extremely low which is largely due to the type of people that are employed at the resort and the work that is undertaken which means a majority of team members do not require their own vehicle. This therefore

shows that even though the scheme will have no off-street parking for residents, there will be very few team members with vehicles wishing to park them at the resort.

Car Parking

- 4.18 Butlin's Team members will have sufficient provision to park their vehicles at the Butlin's Resort. . The Revised County Parking Standards and Transport Contributions Methodology 2003 state that HMOs should provide 0.5 spaces per room/unit. There will be up to 90 team members residing at The Development Site and therefore 45 parking spaces meet the 0.5 space per room/unit standard. This was agreed at pre-application discussions with Arun District Council who noted that due to the proximity of the Site to Butlins it would be acceptable to make parking provision within the Butlins site rather than the development site, as long as it did not encroach on existing parking arrangements. To protect against overspill, members private parking at Butlins will be monitored and if they do not park in the correct location it will count as a strike, as per their contract.
- 4.19 It is noted that due to the proximity of the Site and the low car ownership levels it is not expected that the residents will own cars or need to use them to get to the resort. However, all team members will have to sign an agreement communicating a 3 strike policy for contravening the agreement- which will include vehicles associated with team members parking on site or locally.
- 4.20 Team members will have a multitude of options to easily and conveniently travel to the Butlin's Resort through sustainable modes as discussed in this report.

Cycle Parking

- 4.21 Due to the lack of space within the development site for sufficient cycle storage to cover the needs of all residents Arun District Council stated they would have no objection for sufficient cycle parking to be provided within the Butlins site instead.
- 4.22 In the WSCC Revised County Parking Standards and Transport Contributions Methodology 2003, there are no specific cycle standards for HMO's. For residential accommodation, it is noted that there should be 2 cycle spaces per dwellings (2 beds or more) and 1 space per 8 dwellings for visitors. There should be 1 space per dwellings (1 bed) and 1 space per 8 dwellings for visitors. Given the type of HMO accommodation and the shared rooms it is not considered that there would be a significant level of visitors to/from the site, especially given the shift patterns of team members.
- 4.23 There are 43 existing cycle parking spaces on the Butlin's Resort, which Butlins have noted are rarely full as currently all team members reside on the resort. This cycle parking will be monitored in line with the Ashley House and St. Josephs Travel Strategy to ensure that demand is met.
- 4.24 Emergency cycle parking will be provided on Site, as per the recommendation from Arun District Council. 20 cycle parking spaces will be provided in two locations across the Site, split 10 and 10 in each store.

SUMMARY

- 4.25 It is considered that the site is appropriate for the proposed use as Team Member accommodation associated with Butlin's Resort, which is approximately 150m from the site. Details have been provided for car and cycle parking on the Butlin's Resort as well as at the development Site given that Butlin's will be taking a long lease of the development site and therefore provision at the resort is integral to the Proposed Development.
- 4.26 Butlins will employ strict management policies at the site and a Site manager will reside at the development Site to ensure the management policies and accommodation agreement that all team members have to sign are adhered to.

5 Travel Patterns

GENERAL

- 5.1 This section analyses the likely travel patterns of the future residents of the Site. The TRICS database does not contain any sites that would be applicable to the proposed use and operations at the development Site. Therefore, a first principles modal share and trip generation assessment has been developed based on the modes available to team members and the likely travel patterns.

MODAL SHARE

First Principles Analysis

- 5.2 Mode share data has been developed to gain an understanding of potential team members travel patterns to and from the development Site based on the modes available and proximity to the Butlin's resort. The first principles assessment has been undertaken for both 'Travel to Work' trips and 'Personal' trips.
- 5.3 The expected mode share for residents work trips can be seen in **Table 5.1** below.

Table 5.1 Travel to Work Modal Share Trips (91 residents)

Mode	Modal Share	Trips Generated
Walking	96%	87
Cycling	2%	2
Train	0%	0
Bus	0%	0
Shuttle Bus	1%	1
Vehicle	0%	0
Vehicle Occupants	1%	1

- 5.4 The majority of trips associated with the Site are expected to be undertaken on foot due to the close proximity to the Butlins resort, leading to a higher than average modal share of 96%. As a shuttle bus is in operation and the caretaker has access to a parking space on site it is assumed a 1% mode share for each mode respectively. Cycling is estimated at 2%.
- 5.5 The expected mode share for resident's personal trips can be seen in **Table 5.2** below.

Table 5.2 Personal Mode Share

Mode	Modal Share	Trips Generated
Walking	42%	38
Cycling	2%	2
Train	16%	15
Bus	10%	9
Shuttle Bus	0%	0
Vehicle Occupants	20%	18
Vehicle	10%	9

- 5.6 In terms of personal, out of work trips, residents are expected to use varying modes of travel however, still mainly travel by foot. Rail travel is expected to have a higher utilisation due to ease of access to destinations such as Brighton, with bus travel used to connect residents to both the train station and locations such as Chichester. The Site will not generate significant vehicle trips as those residents with access to a vehicle will park it at the resort, it's expected that vehicle occupancy levels will be higher than vehicular at 20%
- 5.7 Butlins have control over the travel patterns of Team Members given all residents at the Site will be employed by Butlins and will have to sign an Accommodation Agreement. This Travel Plan Strategy will also educate team members on the proposed modes available and information on routes and times for public transport will be made available.
- 5.8 Butlins are providing appropriate car and cycle parking on the resort to ensure that Team Members have a variety of travel options open to them, though will especially encourage sustainable travel to work.

6 Aims, Objectives & Targets

GENERAL

- 6.1 This section of the TP sets out the aims and objectives for the Proposed Redevelopment.
- 6.2 The objectives of this TP are in line with West Sussex County Councils Travel Plan Policy which specifies that a Travel Plan must be a:

"Living document involving the identification of an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys"

Aim

- 6.3 The aim of this TP is to create a sustainable, community driven environment for all Site users; and to encourage residents and visitors to adopt a healthy, sustainable lifestyle and travel choices in order to reduce reliance on vehicle travel.

Objectives

- 6.4 Objectives are the high-level aims of the TP. They help to give the TP direction and provide a clear focus. The specific objectives of the TPS are as follows:
- To raise awareness of sustainable 'smarter travel' modes available to all Site users, including residents and visitors;
 - To promote healthy lifestyles and a sustainable, vibrant residential community;
 - To encourage active modes of travel, particularly walking and cycling, and to emphasise the health and financial benefits of these modes;
 - To reduce the amount of single occupancy car trips to/from the Site and to promote the use of alternative modes of travel; and
 - To encourage good urban design that increases the permeability and vitality of the Site in order to improve the wider environment for walking and cycling.

TARGETS

- 6.5 Targets are measureable goals by which the progress of the TP will be assessed. Targets are essential for monitoring progress and success of the TP. Targets should be 'SMART' – Specific, Measureable, Achievable, Realistic and Time-bound.
- 6.6 Targets set out are indicative and are based upon first principles data as set out in Section 5. Due to the uniqueness of the Site, the 2011 Census 'Travel to Work' data is considered un-representative of team members travel patterns. There will be no parking on Site for team members, Butlins are providing car and cycle parking at the resort, due to the proximity of the resort to the Site the majority of residents are expected to walk. Therefore, this TP sets out to ensure that the proposed mode share in terms of sustainable travel for team members travelling to and from Butlins is achieved. These movements can be easily controlled and managed by Butlins.
- 6.7 The emphasis of this TP is therefore more on the personal travel of team members when not working. It should be noted that team members will spend most of their time working at the Butlins resort but they will

also be living at the development Site and therefore not only will this TP encourage sustainable travel for work it also has a part to play in encouraging sustainable travel and raising awareness of different sustainable modes for personal travel to and from the Site.

- 6.8 Butlins can further encourage the use of a range of modes an educate team members to try different sustainable modes for health reasons as well as reducing the impact on the local highway network.
- 6.9 The proposed modal split and targets of the TP for personal travel are included in

Table 6.1 Indicative and Overarching Targets

Mode	Year 1	Year 3	Year 5
Walking	64%	65%	66%
Cycling	4%	5%	6%
Train	14%	14%	14%
Bus	8%	8%	8%
Shuttle Bus	0%	0%	0%
Vehicle	10%	8%	6%

- 6.10 As these targets are indicative and based on a first principles assessment, a baseline travel survey will be undertaken within 6 months of full occupation of the Site to assess this against the proposed mode share trips. This will be used to monitor the minibus use and schedule and also the use of the Butlins bicycles. Targets will be set using the results of the travel survey to accurately reflect the actual mode split at the Site. This will be agreed with the ADC and WSCC Travel Planning Officers.
- 6.11 There will be limited vehicular travel as team members will have no car parking at St. Joseph's and a Travel Plan Strategy is usually proposed to reduce vehicular travel. However, in this unique instance given that Butlins will be managing the Site in connection with the Butlins resort, this TPS is about raising awareness of all sustainable modes and getting team members to try different sustainable modes of travel for work and personal circumstances.
- 6.12 The success of this TPS aim to establish ways in which sustainable travel patterns can be embedded and promoted at the site through a range of measures.

7 Travel Plan Management Strategy

OVERVIEW

- 7.1 To ensure that the Proposed Development can be considered a 'sustainable community', it is critical that sustainable transport principles are incorporated into the Development from the outset.
- 7.2 Good transport infrastructure provides the foundation on which the remainder of the development is managed. In addition to the provision of an efficient public transport network; good cycle route's and pedestrian connectivity around the Site are paramount to encourage walking and cycling throughout the Site and to the Butlin's Site.
- 7.3 This section establishes ways in which the TPS can be implemented, managed and communicated so that sustainable travel patterns can be embedded in the Site from occupation.

TRAVEL PLAN COORDINATION

- 7.4 All travel plans are dependent on a nominated individual allocated the time and resources for successful implementation.
- 7.5 A Site-wide Travel Plan Coordinator (TPC) will be assigned. It is proposed that this will be an additional job undertaken by the Site House Manager who can effectively communicate to Butlins Management how the TPS is being implemented, managed and if any problems arise, particularly with the shuttle bus service and Butlins Bikes.
- 7.6 WSCC and ADC will be provided will contact details on the TPC on appointment.
- 7.7 The TPC will act as the day-to-day point of contact for enquiries, helping to support the operation of services, implementing measures and taking a lead role in the monitoring process.
- 7.8 It is anticipated that the amount of time that the TPC will spend monitoring and assessing the implementation of the TPS will vary. It is not expected that the time dedicated will be uniform through the life of the TPS and it is not expected to conflict with other jobs the Site House Manager is in charge of.
- 7.9 The provision of ongoing support and management are critical. The provision of information and guidance to support sustainable lifestyle choices will also be an important element of the Development.

TPC Roles and Responsibilities

- 7.10 The TPC will act as the day-to-day point of contact for enquiries, helping to develop and implement the measures proposed in this TP, and taking a lead role in the monitoring process. Key duties of the TPC include:
- Delivering TPS initiatives across the Site;
 - Encouraging new occupiers of the Site to comply with the TPS;
 - Carrying out regular monitoring and collating up to date travel pattern data;
 - Reviewing data such as use of cycling facilities and implementation of the minibus service;
 - Arranging the travel surveys required as part of the TPS to monitor travel patterns and modal splits.

TEAM MEMBERS WELCOME PACK

- 7.11 A team member's welcome pack will be developed and produced; this will be issued to all team members/residents on occupation of the development Site as part of the Butlins Information pack, which includes the Accommodation Agreement.
- 7.12 The packs will provide team members with relevant information on public transport (including cycle maps, bus maps, routes, timetables, fares etc.), information about the shuttle bus and car parking facilities at Butlin's resort to ensure vehicular parking locally does not occur. Team members will be made aware of the Accommodation Agreement which enforces no vehicular travel at the site for Team Members.

NOISE BOARD

- 7.13 A TPS Notice Board(s) will be provided at the Site and this will include all of the information provided to team members and will be updated when required.

TEAM MEMBER ACCOMMODATION AGREEMENT

- 7.14 Before occupation of the Site Team Members will be required to sign a Butlins accommodation agreement that outlines the rules and regulations that the Team Members will be expected to uphold when occupying the Site.
- 7.15 The Site will operate a three strikes policy whereby three warnings will be given for poor behaviour before the Team Members will have to vacate the property. This will be enforced by Butlin's security and the Site House Manager and will ensure that noise especially is kept to a minimum and that neighbouring residents are not affected by the development.

8 Travel Plan Measures

OVERVIEW

- 8.1 The aim of the TPS is to provide information and to increase the options for sustainable travel available to Team Members; and to secure and promote incentives that encourage people to actively choose sustainable travel wherever practical.
- 8.2 Travel Plans also have a role in the wider health agenda to reduce public obesity levels and associated illnesses caused by sedentary lifestyles.

PEDESTRIAN MEASURES

Walking Route Planner

- 8.3 The www.walkit.com walking route planner is an extremely useful tool and can plot a journey from postcode to postcode using a 'direct' or 'less busy' option.
- 8.4 Route maps also include journey time, calorie burn, step count and carbon saving.
- 8.5 Information on this service will be provided in the Resident's Welcome Pack and a link to this website will be included on the TP Webpage and the TP Notice Board(s).

CYCLE MEASURES

- 8.6 Cycling is an efficient, cheap, healthy and non-polluting mode of transport. Butlin's wishes to encourage this for team members and is providing 20 cycle parking spaces for 'emergency' parking on site as well as access to cycle parking at the Butlins resort, this will help to improve mobility, reduce traffic congestion and improve health.

TRAVEL EVENTS

- 8.7 Travel events are a way of encouraging residents to try alternative modes of transport that they may not currently use – specifically walking and cycling.
- 8.8 A well-promoted travel event can encourage sustainable modal shift away from public transport towards active modes of travel.
- 8.9 Travel events will be promoted to all team members at the Site, and this will be facilitated by the TPC using promotional material including flyers and posters. The travel events which will be promoted to team members via the notice board and team member meetings, will be such as:
- Walk to Work Week; and
 - Cycle to Work Day.

MEASURES TO REDUCE RELIANCE ON THE PRIVATE CAR

Car Parking Management

- 8.10 There will be no car parking provision for the team members on Site. Two car parking spaces and a minibus space will be available in the front courtyard however; these are reserved for use by the Site House Manager and any disabled team members.

- 8.11 It is noted that when the minibus is parked on Site there is no access to the disabled space from the crossover within the red line boundary, however, it is not intended for the minibus to park in the space other than to pick up/drop off residents. This will be managed by the on-site caretaker. As well as this, within the blue line boundary of the site, there is another adjacent vehicular access which can be utilised, if necessary, by the disabled driver, providing constant access to the space.
- 8.12 Whilst there are no on street parking restrictions, team members will be required to submit details of any car they have access to including registration plate. If any private cars are found to be parked in the surrounding streets, they will be asked to move them onto the Butlin's site. This will form part of the Accommodation Agreement.

PROMOTE SUSTAINABLE AND HEALTHY TRAVEL

- 8.13 The Travel Plan Co-ordinator should make residents aware of contact telephone numbers and websites which provide information on access to the Site by non-car modes of travel. The main relevant websites are listed below:
- www.transportdirect.info: offering national real-time traffic information and updates on highway work and a journey planner.
 - www.networkrail.co.uk: provides the full mainline rail timetable and will provide journey times and will plan your mainline rail journey from origin to destination.
 - www.thetrainline.com: permits rail tickets to be purchased over the internet.
 - www.pti.org.uk: UK public transport information covering all travel, by rail, air, coach, bus, ferry, metro and tram within the UK.
 - www.liftshare.com: free car-sharing and transport information service. The online matching service to find travel companions.
 - www.travelwise.org.uk background information on the content and operation of Travel Plans and safe travel to school.
 - www.traveline.org.uk: national travel helpline to provide up to date public transport information. Tele. No. 0870 608 2 608.
 - www.cyclecityguides.co.uk: this site hosts a cycle map database, which will enable you to find cycle maps available for your area.
- 8.14 These will be available on the notice board and emailed to all team members.

OTHER INITIATIVES

- 8.15 The measures identified above are not exhaustive and the Travel Plan Co-ordinator will be able to implement other travel initiatives if it is considered that alternative suggestions would maximise the number of journeys made by non-car modes.
- 8.16 The emphasis is for the Travel Plan Strategy to be an ongoing working document, which should be periodically updated to ensure that active measures and up to date methods are being employed to encourage the continual development of sustainable travel to the Site.

9 Monitoring

OVERVIEW

- 9.1 An important part of the TPS is the continual monitoring and review of its effectiveness. It is essential that a TPS is not a one-off event, but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards targets and objectives, and, if necessary, enable the TPS to be refined and adapted in order to improve its progression.

MONITORING

- 9.2 For the TPS to be fully successful, its effects need to be recorded and assessed over time. A methodology for the monitoring of the TPS is detailed below.

Survey of Travel Patterns

- 9.3 Sufficient time and resources will be allocated to carry out the necessary surveys. Full baseline monitoring needs to occur in year one, at a point agreed with ADC and WSCC, usually 6 months after full occupation. Full monitoring would then take place approximately every two years.
- 9.4 Usually travel plans are strictly monitored in the first, third and fifth years. However, given the unique nature of the development Site which will be managed and monitored by Butlins, and the turnover of team members, it is recommended that the usually strict reviews are not conditioned and that Butlins can work with ADC and WSCC to review the TPS and the travel patterns of team members, via surveys through travel questionnaires periodically.
- 9.5 Butlins has control over the accommodation which is unique to many other developments where Travel Plans are required and therefore Butlins can control the travel patterns of team members to ensure they do not use their own personal vehicles. This TPS is therefore aimed at educating team members on sustainable travel modes and team members using different sustainable travel modes as part of a Travel Plan strategy rather than through the formal travel plan conditions with strict reviews.
- 9.6 The travel surveys will be analysed in order to establish the effectiveness of the TPS in achieving the aims and targets stated within it and identify any required modifications that Butlins can make. It is also to be used as a tool for team members to raise questions and propose suggestions to Butlins to improve access to and from the accommodation.
- 9.7 All information gathered through the monitoring process will be summarised into an annual progress report which will be presented to Butlins Management and made available to WSCC and ADC should they wish to see the report. This report would form part of a wider monitoring report covering the accommodation. The Travel Plan Co-ordinator will be responsible for undertaking monitoring and for reporting the results of the monitoring process to form part of the overall Butlins report.
- 9.8 A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan Strategy and management of the development site can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

Scheme Administration

- 9.9 The Travel Plan Co-ordinator will be required to keep up-to-date records associated with the day-to-day operation of the Travel Plan. These will include:
- ❑ Monitoring Records: Feedback from the monitoring procedure will be maintained for input into an annual Travel Plan Review process;

- Review Reports: Copies of historic review reports will be retained for reference purposes and for analysis of the longer term effectiveness;
- Correspondence File: A file will be maintained to include correspondence relating to ongoing management of the Travel Plan Strategy from team members; and
- Incidents File: An incidents file will be maintained to record travel related incidents, any team member feedback, and general observations of the Travel Plan Co-ordinator. Including any strikes given and how many accumulated.

FREQUENCY & REPORTING

Repeat Surveys

- 9.10 As emphasised previously, TP monitoring is an important process to check that the TP is effective and progressing. However, this is a Travel Plan Strategy aimed at educating and encouraging the use of different sustainable modes and ensures team members feel connected to the Butlins resort. Therefore monitoring will most likely take place more frequently than the usual travel plan monitoring conditions require.
- 9.11 A baseline survey will be conducted within 6 months of full occupation of the site and regular monitoring will occur thereafter.

MONITORING & REVIEW

Consultation

- 9.12 The success of the Travel Plan will rely on the support of Team Members. The Travel Plan Co-ordinator will be in regular contact with team members given the TPC will also reside on Site to ensure that the principles within the Travel Plan strategy are understood and also that the information as it relates to travel by means other than the private vehicle is relayed through the appropriate channels for all user groups as outlined.

Appendix A

DEVELOPMENT PLANS

KEY

---	Existing to be removed
---	Existing walls
---	Proposed walls
---	Site boundary
---	The complex boundary (extent of ownership)
---	Access
---	Restricted Access

1 ST. JOSEPHS		
ROOM NUMBER	ROOM TYPE	AREA
0.01	Twin	16.4m ²
0.02	Twin	15.1m ²
0.03	Twin	16.5m ²
0.04	Twin	15.4m ²
0.05	Kitchen	25.4m ²
0.06	Living	25.4m ²
0.07	Twin	19.3m ²
0.08	Single	9.7m ²
0.09	Twin	16.3m ²
0.10	Kitchen	17.2m ²
0.11	Twin	15.8m ²
0.12	Twin	14.4m ²
0.13	Twin	17.5m ²
0.14	Twin	14.3m ²
0.15	Twin	14.7m ²
0.16	Single	10.5m ²
0.17	Twin	12.3m ²
0.18	Kitchen	7.6m ²
0.19	Kitchen	16.4m ²
0.20	Twin	18.7m ²
2. ESSEX HOUSE		
ROOM NUMBER	ROOM TYPE	AREA
0.21	Twin	13.2m ²
0.22	Living	10.3m ²
0.23	Kitchen	15.4m ²
0.24	Twin	12.3m ²
0.25	Twin	13.3m ²
0.26	Single	10.4m ²
0.27	Store	6.03m ²
0.28	Twin	13.2m ²
3 BLACKBIRD COTTAGE		
ROOM NUMBER	ROOM TYPE	AREA
0.29	Double	10.6m ²
0.30	Kitchen	8.9m ²
0.31	Twin	17.7m ²
0.32	Manager's flat	14.2m ²
0.33	Twin	13.3m ²
0.34	Kitchen	11.1m ²
0.35	Twin	11.5m ²
0.36	Twin	13.8m ²
0.37	Single	10.2m ²
GROSS INTERNAL AREAS		
ST. JOSEPHS	550m ²	
ESSEX HOUSE	160m ²	
BLACKBIRD COTT	186m ²	

NOTES

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All drawings to be read in conjunction with all contract documents and all structural steelwork drawings to be submitted to engineer for approval

RIBA
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SCALE

1:1 0mm 20mm 40mm 60mm

1:100 0m 2m 4m 6m

1:200 0m 4m 8m 12m

1:500 0m 10m 20m 30m

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Rev 10 General Amendments	15.12.16	FH	NH
Rev 09 General Amendments	14.12.16	SW	NH
Rev 08 General Amendments	07.12.16	PC	NH
Rev 07 General Amendments	03.12.16	PC	NH
Rev 06 General Amendments	25.11.16	PC	NH
Rev 05 General Amendments	17.11.16	PC	NH
Rev 04 3 Walton Rd removed	26.09.16	FH	NH
Rev 03 General Amendments	07.09.16	MW	NH
Rev 02 General Amendments	06.09.16	MW	NH

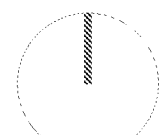
revision	date	author	check
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CLIENT	Butlins Skyline Ltd
PROJECT	St Josephs
DATE	December 2016
DRAWING TITLE	Proposed Ground Floor Plan

DRAWING NO.	REVISION
129 / 2.030	10



Proposed Ground Floor Plan
Scale 1:200



KEY

---	Existing to be removed
---	Existing walls
---	Proposed walls
---	Site boundary
---	The complex boundary (extent of ownership)
→	Access

1 ST. JOSEPHS		
ROOM NUMBER	ROOM TYPE	AREA
101	Single	9.6m ²
102	Single	10.3m ²
103	Kitchen/ Dining	12.4m ²
104	Kitchen/ Dining	13.8m ²
105	Single	9.5m ²
106	Single	8.6m ²
107	Double	12.2m ²
108	Twin	14.8m ²
10	Twin	16.5m ²
110	Twin	23.5m ²
111	Twin	21.5m ²
2. ESSEX HOUSE		
112	Twin	17.0m ²
113	Twin	10.2m ²
114	Kitchen	8.6m ²
115	Living	7.4m ²
116	Twin	12.6m ²
117	Kitchen	6.4m ²
118	Twin	10.6m ²
3 BLACKBIRD COTTAGE		
11	Twin	8.4m ²
120	Single	9.4m ²
121	Twin	11.4m ²
122	Kitchen/ Dining/ Living	18.7m ²
123	Twin	13.7m ²
124	Twin	14.6m ²
125	Living	8.1m ²

GROSS INTERNAL AREAS	
ST. JOSEPHS	272m ²
ESSEX HOUSE	119m ²
BLACKBIRD COTT	138m ²

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All drawings to be read in conjunction with all contract documents and all structural steelwork drawings to be submitted to engineer for approval

RIBA
Chartered Practice

SCALE

	1:1	1:100	1:200	1:500
0m	0m	0m	0m	0m
20mm	2m	4m	8m	10m
40mm	4m	8m	16m	20m
60mm	6m	12m	24m	30m

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Rev 09 General Amendments	15.12.16	NH	FH
Rev 08 General Amendments	14.12.16	SW	FH
Rev 07 General Amendments	07.12.16	PC	NH
Rev 06 General Amendments	02.12.16	PC	NH
Rev 05 General Amendments	23.11.16	PC	FH
Rev 04 General Amendments	17.11.16	PC	NH
Rev 03 3 Walton Road renewed	26.09.16	FH	NH
Rev 02 General Amendments	07.09.16	MTW	FH
revision	date	author	check

CLIENT	Butlins Skyline Ltd
PROJECT	St Josephs
DATE	September 2016
DRAWING TITLE	Proposed First Floor Plan

DRAWING NO.	129 / 2.031	REVISION	09
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KEY

---	Existing to be removed
---	Existing walls
---	Proposed walls
---	Site boundary
---	The complex boundary (extent of ownership)
→	Access

1. ST. JOSEPHS		
ROOM NUMBER	ROOM TYPE	AREA
2.01	Single	9.5m ²
2.02	Twin	14.1m ²
2.03	Kitchen/ Dining/ Living	14.5m ²
2.04	Twin	11.6m ²
2. ESSEX HOUSE		
2.05	Single	11.8m ²
2.06	Single	12.4m ²
2.07	Kitchen/ Dining	19.3m ²

GROSS INTERNAL AREAS	
ST. JOSEPHS	80m ²
ESSEX HOUSE	120m ²

NOTES

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All drawings to be read in conjunction with all contract documents and all structural steelwork drawings to be submitted to engineer for approval.

RIBA
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SCALE

	1:1	1:100	1:200	1:500
0m	0m	0m	0m	0m
20m	2m	4m	10m	
40m	4m	8m	20m	
60m	6m	12m	30m	

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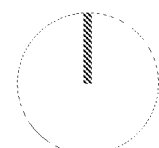
Rev 07 General Amendments	15.12.16	LH	NH
Rev 07 General Amendments	14.12.16	SW	LH
Rev 06 General Amendments	07.12.16	RC	NH
Rev 05 General Amendments	02.12.16	PC	NH
Rev 04 General Amendments	28.11.16	RC	NH
Rev 03 General Amendments	17.11.16	RC	NH
Rev 02 General Amendments	07.09.16	MW	LH
revision	date	author	check

CLIENT	Butlins Skyline Ltd
PROJECT	St Josephs
DATE	December 2016
DRAWING TITLE	Proposed Second Floor Plan

DRAWING NO.	REVISION
129 / 2.032	08



Proposed Second Floor Plan
Scale 1:200



- KEY
- Existing to be removed
 - Existing walls
 - Proposed walls
 - Site boundary
 - The complex boundary (extent of ownership)
 - Access

1 ST. JOSEPH'S		
ROOM NUMBER	ROOM TYPE	AREA
3.01	Single	7.6m ²
3.02	Living	6m ²
3.03	Single	6.8m ²
3.04	Single	7.5m ²
3.05	Kitchen/ Dining	6.7m ²
3.06	Single	6.8m ²

GROSS INTERNAL AREAS	
ST. JOSEPH'S	74m ²

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RIBA
Chartered Practice

SCALE				@ A1
1:1	0mm	20mm	40mm	60mm
1:100	0m	2m	4m	6m
1:200	0m	4m	8m	12m
1:500	0m	10m	20m	30m

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Rev 06 General Amendments	15.12.16	NH	NH
Rev 07 General Amendments	14.12.16	CW	NH
Rev 08 General Amendments	07.12.16	EC	NH
Rev 04 General Amendments	02.12.16	EC	NH
Rev 04 General Amendments	28.11.16	EC	NH
Rev 03 General Amendments	17.11.16	EC	NH
Rev 02 General Amendments	07.09.16	NW	NH
revision	date	author	check

CLIENT	Butlins Skyline Ltd
PROJECT	St Josephs
DATE	September 2016
DRAWING TITLE	Proposed Third Floor Plan

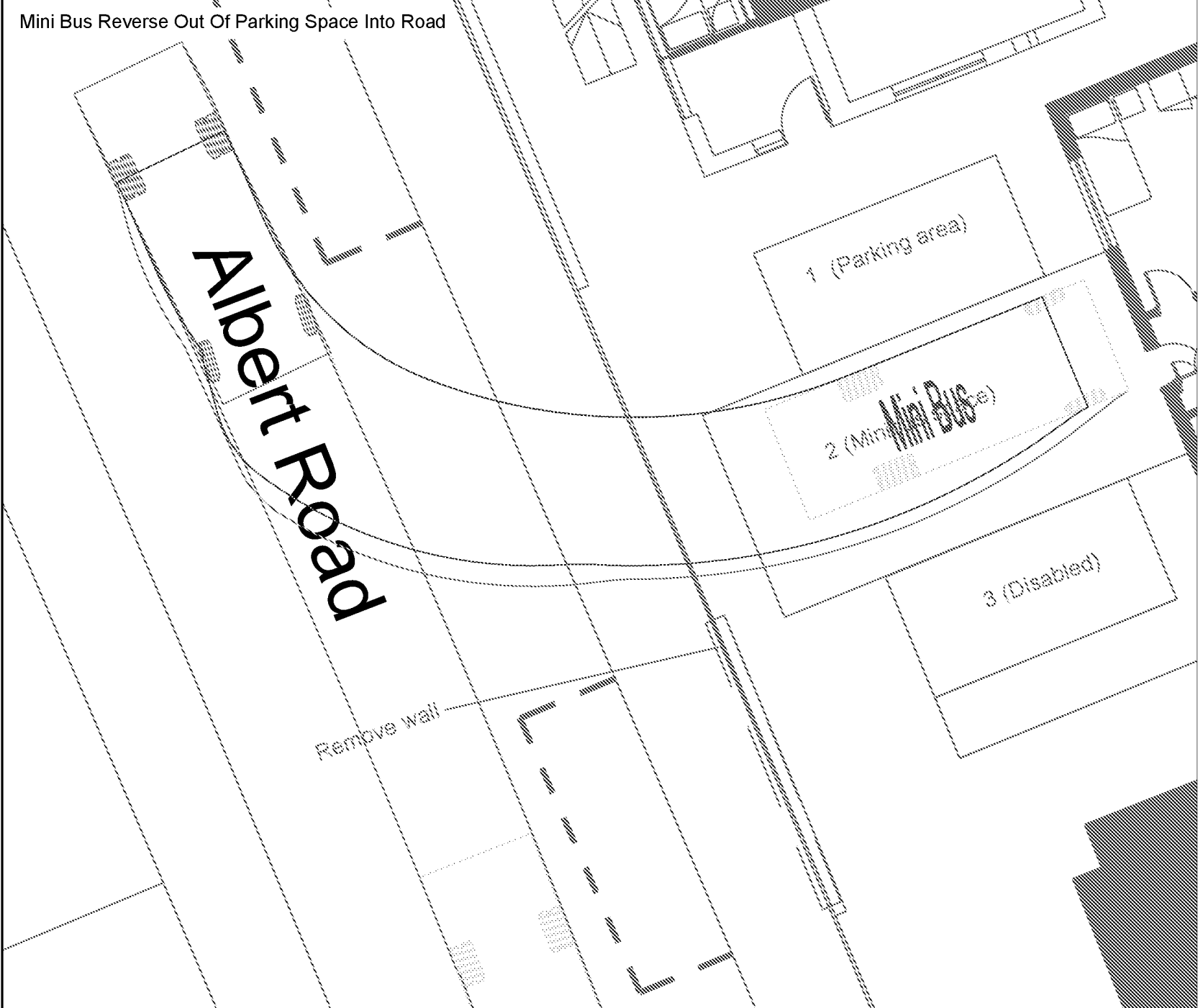
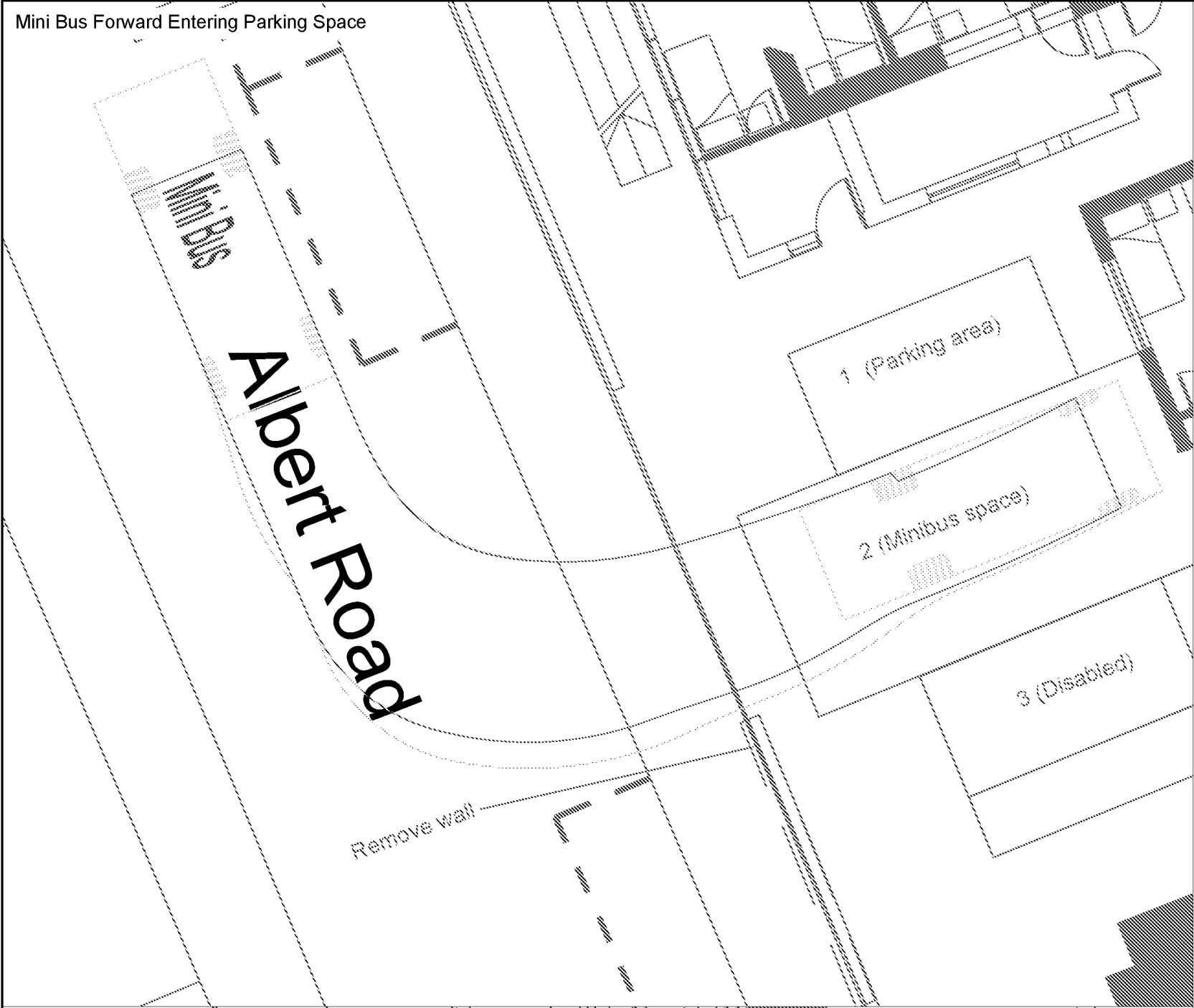
DRAWING NO.	REVISION
129 / 2.033	08



Proposed Third Floor Plan
Scale 1:200

Appendix B

MINIBUS SWEPT PATH



Notes

1) Vehicle forward speed $\square 5\text{km/h}$
2) Vehicle reverse speed $\square 2.5\text{km/h}$
3) No dry steering was used

Mini Bus	6.330m
Overall Length	2.12m
Overall Width	2.801m
Overall Body Height	0.374m
Min Body Ground Clearance	2.12m
Track Width	4.00s
Lock to Lock Time	6.450m
Kerb to Kerb Turning Radius	

				Rev	Date	Revision details		Drawn	Checked	Approved
 27-32 Old Jewry London EC2R 8DQ T 020 3714 4400 E london@jmp.co.uk W www.jmp.co.uk © This drawing is the property of JMP Consultants Limited and the information can only be reproduced with their prior permission.				Drawn		Checked		Approved		
				DH		HMJ		JS		
				Original drg		Date of Issue		Scale		
				A3		2011		1:100		
				Drawing Status		Drawing Number				Rev
				Preliminary		ST174601				