



TRAVEL PLAN
SHINFIELD VIEW CARE HOME

**BERKLEY CARE GROUP
LIMITED**

MAY 2026

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1. INTRODUCTION

BACKGROUND

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Berkley Care Group Limited to prepare a Travel Plan to support a planning application for the extension and refurbishment works to Shinfield View Care Home, School Green, Shinfield, Reading.
- 1.2 A Travel Plan is a general term for a package of measures tailored to the needs of an individual site and aimed at promoting greener, cleaner travel choices and reducing reliance on the car. It involves the development of a package of support, initiatives, and targets that together can enable visitors to reduce the impact their travel has upon the local environment.

SITE LOCATION AND DEVELOPMENT PROPOSALS

- 1.3 The site located in Shinfield, approximately 8.2km south of Reading town centre and is bound by Beke Avenue to the north and west and School Green to the east and south. The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.4 Pedestrian and vehicular access will continue to be taken from School Green on the southern boundary. The proposals include a number of internal and external reconfigurations, which includes the provision of an additional 15 bedrooms (81 bedrooms total), as well as an additional five car parking spaces (27 spaces total) via an extension to the existing car park. One of the proposed car parking spaces will be capable of EV charging. Furthermore, a cycle store comprising seven Sheffield stands is located adjacent the proposed car park extension and a turning head is provided to allow a fire appliance to manoeuvre internally and egress in forward gear.

OPERATORS COMMITMENT TO TRAVEL PLANNING

- 1.5 The operator recognises that by submitting and implementing a Travel Plan, sustainable travel patterns can be established from the outset and maintained over time, minimising the impact that the facility has upon local infrastructure and the environment and ensuring that, where possible, all staff and visitors make informed journey choices.
- 1.6 Travel Plans can deliver a wide range of benefits to developers themselves, as well as to visitors, staff and the wider community. The promotion of sustainable travel options from an early stage provides a cost-effective mechanism to minimise the level of car-based trips generated by a development, which in turn reduces the impact a development has on local traffic levels, noise, air quality and road safety.
- 1.7 The individual benefits to be derived through the use of sustainable travel options include financial, health, fitness and avoidance of congestion / delays (through greater use of active modes of travel).
- 1.8 Recognising these benefits, the operator is fully committed to the process of delivering this Travel Plan at Shinfield View Care Home moving forward. Furthermore, they are committed to providing the appropriate level of resource to ensure the continued strategic implementation of the measures contained within this document, monitoring the progress of the plan, and amending it where necessary.

THE TRAVEL PLAN VISION

- 1.9 The vision for this Travel Plan is to:

"To ensure that staff and visitors are fully informed of the travel choices they are able to make when travelling to Shinfield View Care Home, enabling them to reduce their reliance upon the private car and the resultant impact of trips upon the local environment."

TRAVEL PLAN AIMS AND OBJECTIVES

1.10 To achieve this vision, the aims of this document are to:

- Minimise the impact the care home has upon the environment and local highway network by promoting the use of these sustainable travel options above less sustainable modes.

1.11 Reflecting these aims, the objectives of this Travel Plan document are to:

- Identify the range of travel options available to visitors and staff;
- Maximise the use of sustainable travel modes amongst staff and visitors through effective promotion and engagement; and
- Use suitable monitoring and reporting mechanisms to assess, over time, the impact of the measures within this Travel Plan.

2. POLICY REVIEW

INTRODUCTION

- 2.1 This section of the Travel Plan identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – MHCLG, February 2025)

- 2.2 The revised National Planning Policy Framework was published in December 2024, with minor revisions in February 2025 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. Paragraph 109 states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- 2.3 In December 2025 proposed amends to the NPPF were released for consultation. The consultation ran to March 2026 and the timescales for the new NPPF being adopted are unknown. This set out the following draft policies:
- TR1: Vision-led approach to planning for transport;
 - TR3: Locating development in sustainable locations;
 - TR4: Street design, access and parking; and
 - TR6: Assessing transport impacts.
- 2.4 The 2025 draft revision continues to emphasise a vision-led approach to transport planning requiring that sustainable transport is considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals and moreover that development should be located where it can support sustainable patterns of movement. It notes that transport considerations should be integral to the design of development to give priority first to pedestrian and cycle movements and so far as possible facilitating easy access to high quality public transport.
- 2.5 It maintains that applications be capable of proceeding without having a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative

impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements.

LOCAL POLICY CONTEXT

Wokingham Borough Local Development Framework (Adopted January 2010)

- 2.6 The Wokingham Borough Local Development Plan sets out the vision and strategy for managing development until 2026. It sets out the long-term vision and overall development strategy for the Council's area and the ways in which it will be achieved.
- 2.7 The Vision of the Core Strategy is to:
- "deliver the development necessary to sustain the area's economic growth and ensure the needs of all groups including children, the young, the elderly and the vulnerable have been met. This includes the borough fulfilling its role within the wider sub-regional and regional economies. This will be achieved whilst maintaining the borough's landscape, ecology, heritage and environment and as far as possible the existing pattern of development so that the borough is a great place to live and work with a good quality of life and opportunity for all."*
- 2.8 The following Core Strategy Policies are considered relevant to the development proposals:
- **Policy CP1: Sustainable Development** – planning permission will be granted for development proposals that:
 - Maintain or enhance the high quality of the environment;
 - Provide attractive, functional, accessible, safe, secure and adaptable schemes;
 - Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6; and
 - **Policy CP6: Managing Travel Demand** – planning permission will be granted for schemes that:
 - Provide for sustainable forms of transport to allow choice;
 - Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
 - Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;

- Provide appropriate vehicular parking, having regard to car ownership;
- Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
- Enhance road safety; and
- Do not cause highway problems or lead to traffic related environmental problems.

2.9 This Travel Plan has been prepared alongside the accompanying Transport Assessment to take into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car.

3. ACCESSIBILITY

INTRODUCTION

- 3.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage future staff and visitors to walk, cycle or use public transport, rather than to travel by car, to access the site.

ACTIVE TRAVEL OPTIONS

Pedestrian Access

- 3.2 Guidance provided by the Institute for Highways and Transportation (IHT) on the preferred maximum walking distance by journey type is provided in **Table 3.1**; for commuting to work, this is two kilometres.

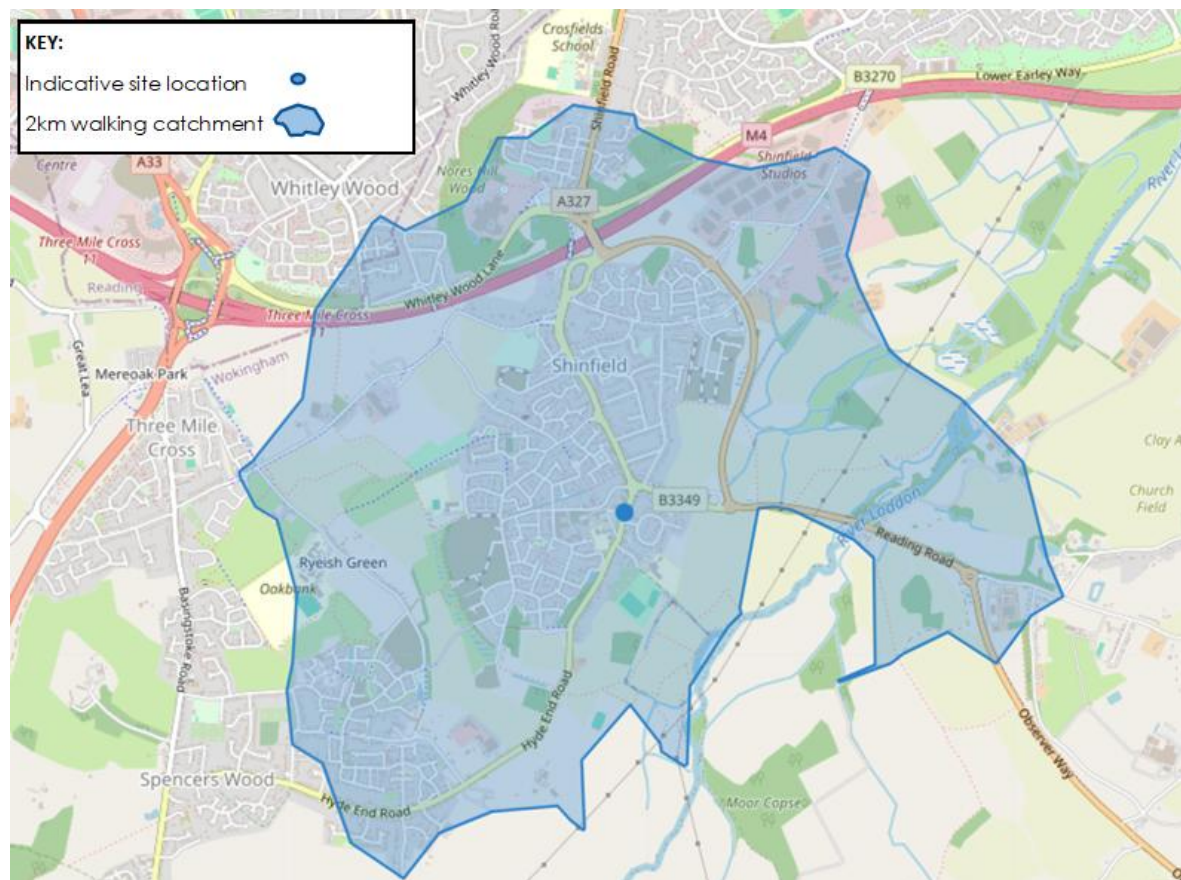
Table 3.1: IHT Walking Guidelines

Criteria	Town Centres	Commuting/ School
Desirable	200m	500m
Acceptable	400m	1000m
Preferred Maximum	800m	2000m

(Source: IHT)

- 3.3 A 2km walking catchment from the site includes the entirety of Shinfield as well as parts of Spencers Wood and Whitley Wood. **Figure 3.1** illustrates a 2km walking catchment from the site.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

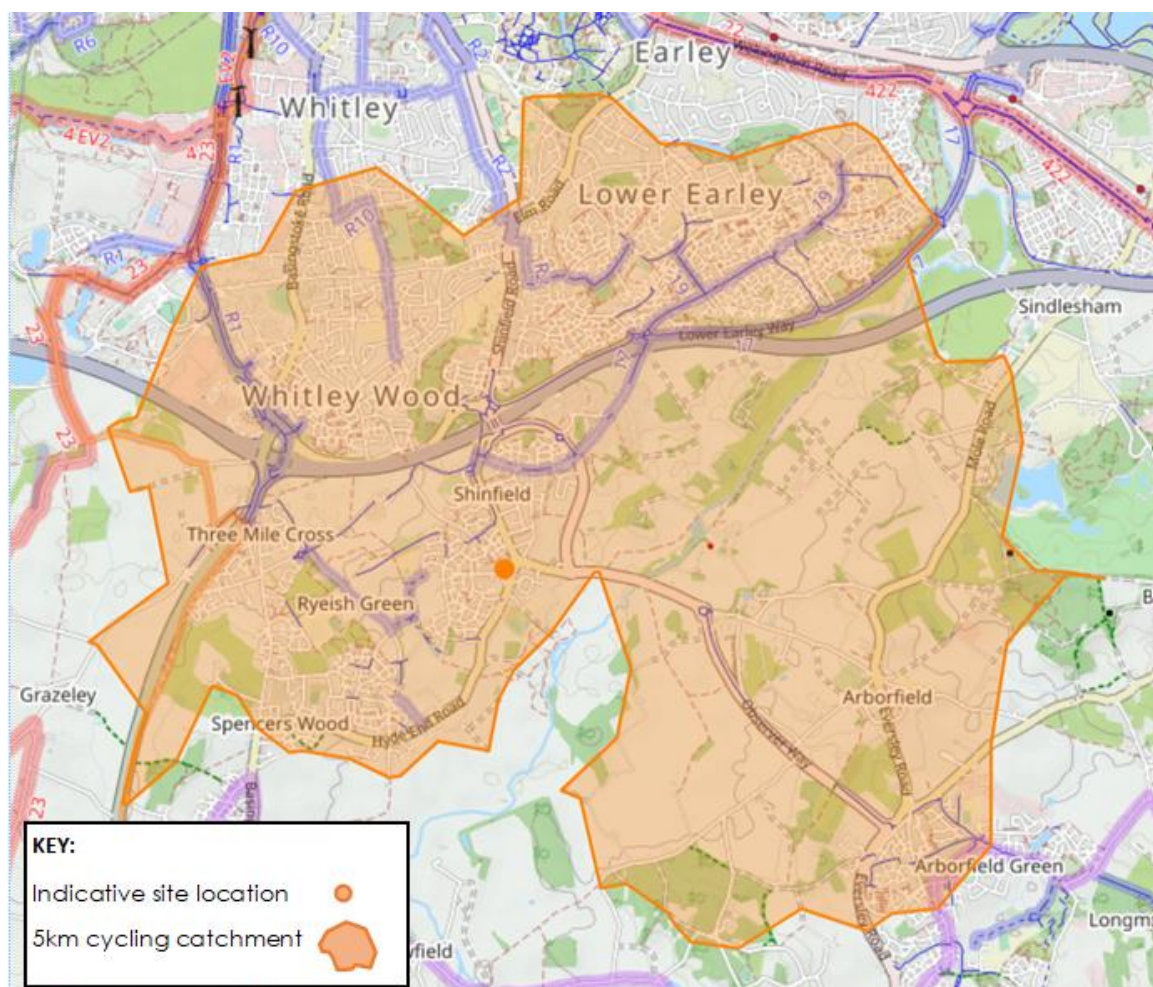
- 3.4 The care home takes access from School Green on the southern boundary. In the vicinity of the access, School Green has a 2m wide footway along the north side of the carriageway and dropped kerbs with tactile paving are provided across the vehicular access, supporting pedestrian movement east-west.
- 3.5 Street lighting is provided along this route and, approximately 60m east, School Green forms the minor arm of a priority T-junction which gives access north-south via the B3349. Dropped kerbs and tactile paving are provided across the minor arm of the junction and the B3349 has footways and street lighting on both sides. Approximately 50m south of the School Green junction, a signalised pedestrian crossing supports pedestrian movement east-west across the B3349.
- 3.6 To the north of the School Green junction, the B3349 has footways and street lighting on both sides with residential dwellings taking direct frontage access to the east. Approximately 100m north, the B3349 forms the southern arm of a 4-arm roundabout junction which gives access north towards Shinfield via Hollow Lane and east via Arborfield Road. The junction

has footways and street lighting on all approaches and refuge islands comprising dropped kerbs and tactile paving are in place to the north, east and west.

Cycling

- 3.7 Five kilometres is typically considered to be a distance which people can realistically be expected to cycle, with relevant guidance stating that “cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”.
- 3.8 A 5km cycling catchment from the site includes Lower Earley, Whitley Wood and Arborfield, as well as the areas covered within a 2km walking distance. This cycle catchment can be seen in **Figure 3.2**.

Figure 3.2: 5km Cycling Catchment



(Source: Open Street Map)

- 3.9 As can be seen in **Figure 3.2**, there are a number of advisory cycle routes in Shinfield, to the north of the site. These are shared footway/cycleways and extend through the surrounding residential area to the north, whilst there is also a considerable residential catchment within convenient cycle distance to the south and west of the site. It is, therefore, considered that cycling will be an attractive option for staff and visitors, especially given the cycle storage facilities available on site.

Public Transport Accessibility

Bus

- 3.10 The closest bus stops to the site are located on Beke Avenue, approximately 50m west of the site. Located on both sides of the carriageway, these stops benefit from a flag, pole and timetable information. Additional stops are located on Hollow Lane, approximately 200m north of the site via the B3349. These stops comprise a flag, pole, shelter, seating, timetable information and the southbound stop also benefits from a layby. **Figure 3.3** illustrates the locations of the bus stops whilst **Table 3.2** summarises the bus services available.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Service Summary

Service	Bus Route	Approximate Headway			
		Weekday	Weekday Evenings	Saturday	Sunday
Beke Avenue					
600	Reading – Shinfield	60 mins	-	60 mins	-
Hollow Lane					
3	Reading – Wokingham	15 mins	60 mins	15 mins	30 mins
600	Reading – Shinfield	60 mins	-	60 mins	-

(Source: PT Operators)

National Rail Services

- 3.11 The closest railway station to the site is Reading Green Park, located approximately 5.7km northwest of the site. This station can be accessed in a 21-minute cycle and is located on the Reading to Basingstoke line with services running every 30-minutes in each direction.
- 3.12 Alternatively, Reading railway station is located approximately 6.9km north of the site and can be accessed in approximately 40-minutes via the no. 3 bus service from Hollow Lane. This station benefits from step-free access throughout and supports frequent services to local and regional destinations including Theale, Thatcham, Newbury, Oxford, London Waterloo and London Paddington.

SUMMARY

- 3.13 Overall, it is considered that there are good opportunities for walking and cycling locally, with good pedestrian and cycling infrastructure surrounding the site. Furthermore, frequent bus services can be accessed on Hollow Lane. Trips to and from the proposed development site can, therefore, easily be undertaken by sustainable modes of travel, thus minimising the use of the private car.

4. TRAVEL PLAN MEASURES

Introduction

- 4.1 The key to successful travel planning is to identify the most suitable modes of transport that are realistic and practical for staff and visitors to adopt, before making these modes as attractive as possible. There is no single solution to any one person's transport needs. Different people will respond to different measures, whilst some may not react to any. A range of Travel Plan measures are therefore proposed, which visitors and staff can pick and choose from as they consider appropriate.

Travel Plan Management and Resources

- 4.2 It is recognised that an important element of the success of any Travel Plan is the appointment of a suitable individual, or team, to manage the programme through its duration. This role is often referred to as a Travel Plan Coordinator (TPC). Shinfield View Care Home will appoint a member of staff who will oversee the delivery of the Travel Plan.
- 4.3 The role will commence upon approval of the Travel Plan and will continue for a period of 3-years post expansion. The role of the TPC will include (but not be limited to):
- Preparation and distribution of travel information and marketing materials;
 - Undertaking the annual travel survey;
 - Engaging with staff on travel and transport related issues; and
 - Liaising with other interested parties, including the local authority (as appropriate).
- 4.4 The operator will ensure that an appropriate budget is made available to the TPC to both cover the delivery of the role, and the range of measures outlined within this Travel Plan.

Travel Plan Marketing and Information Provision

- 4.5 The principal task of the TPC will be to ensure that the available travel options are effectively promoted to all staff. This will primarily be achieved through a range of modern marketing techniques, which will ensure the full demographic of visitors and staff have easy access to relevant and up to date travel information.

Sustainable Travel Information on the Website

- 4.6 Websites offer an ideal method of providing people with access and links to external information sources and tools, such as timetables, public transport tickets and offers. Given

this, the TPC will identify opportunities to extend this information where possible, including details of 'end of journey' facilities at Shinfield View Care, including car and cycle parking availability.

Provision of a Sustainable Travel Information Guide

- 4.7 A travel information guide will be prepared; this will provide a summary of the local sustainable travel options available to staff and visitors.

Provision of a Sustainable Travel Information Notice Board

- 4.8 A noticeboard will be provided within a visible area in the care home, both in a public area and staff only areas. This noticeboard will be used to promote sustainable transport initiatives locally and provide up-to-date travel information. The TPC will be responsible for monitoring this noticeboard to ensure all information is updated, where relevant.

Support for Sustainable Travel

Promote and Encourage Walking

- 4.9 Walking will be marketed through the communication channels outlined earlier. This marketing material will include promotion of the benefits of walking (such as health and environmental benefits) and will include information on appropriate local walking routes and journey planning tools.

Promote and Encourage Cycling

- 4.10 Cycling and its various benefits will be marketed through the communication channels outlined earlier. In particular, the marketing will include:
- The benefits of cycling (including health, financial and environmental benefits); and
 - The promotion of any local cycling events.

Provision of Cycle Storage Facilities

- 4.11 As part of the proposals, 7 Sheffield stands will be provided, capable of storing up to 14 bicycles. The provision of cycle storage facilities can help to facilitate and encourage the use of a bike as a viable alternative to the private car. For this reason, information on the location and availability of cycle storage facilities at the site will be provided through the outlined communication channels.

Public Transport Specific Measures

- 4.12 Staff and visitors at Shinfield View Care Home may initially be unaware of their public transport options. Through the provision of easy-to-use travel information, they can be encouraged to use bus / rail services. With this in mind, information on the public transport opportunities will be made available via the range of communication channels identified earlier.
- 4.13 Furthermore, with a range of user friendly, easily accessible journey planning tools now available online, it is quick and simple to plan a journey whether for commuting or leisure purposes.

Promotion of Public Transport

- 4.14 Travel by public transport will be marketed through the communication channels identified earlier, and in particular will include the following:
- Details of where to find relevant bus and train timetables and maps in electronic form;
 - A plan showing the location of nearby bus stops; and
 - A summary of the key bus services which can be used to access the site.

Sustainable Car Use Measures

- 4.15 Effective Travel Plans are not anti-car campaigns but rather are aimed at empowering visitors to make informed travel choices. The promotion of car sharing will, therefore, be a key element to this strategy.

Promote Car Sharing

- 4.16 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car.
- 4.17 A great deal of car sharing is arranged informally and, therefore, staff at Shinfield View Care Home will be encouraged to share their journeys by car wherever possible, through both the engagement materials identified and as part of the booking process.

Provision of EV Charging Facilities

- 4.18 As can be seen at **Appendix A**, the proposals include an additional five car parking spaces via an extension to the existing car park. One of the proposed car parking spaces will be capable of EV charging.

5. TARGETS, MONITORING & REPORTING

Introduction

- 5.1 When delivering a Travel Plan, it is important to monitor its progress and success. One easy way of understanding the impact of the Travel Plan is to consider the number of vehicular trips being generated from the site, as ultimately the aim is to minimise this where possible.

Travel Plan Targets

- 5.2 Targets are essential to ensure that everyone involved in the Travel Plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:
- **S**pecific;
 - **M**easurable;
 - **A**chievable;
 - **R**ealistic; and
 - **T**ime-bound.

Action-type Targets

- 5.3 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 5.4 The action-type targets specific to this Travel Plan can be found in **Section 4**, where specific measures for delivery have been identified. **Appendix B** provides an action plan detailing (indicative) roles, responsibilities and timescales for delivery.

Aim-type Targets

- 5.5 Aim-type targets are quantifiable targets against which the effectiveness of the Travel Plan in achieving its stated aims and objectives can be measured. In order to set aim-type targets it is first necessary to have a 'baseline' against which progress can be assessed.
- 5.6 In this instance, the baseline has been taken from a staff travel survey which has been undertaken to understand what the current mode split is across the care home's existing members of staff (98 total). **Table 6.1** displays the result of this survey.

Table 6.1: Method of Travel to Work

Mode of Travel to Work	Count	Percentage
Car as Driver	51	52.0%
Car as passenger	12	12.2%
Bus	20	20.4%
Train	0	0.0%
Bike	1	1.0%
Scooter	2	2.0%
Walk	11	11.2%
Taxi	1	1.0%
Other	0	0.0%
Total	98	100%

(Source: Shinfield View Care Home)

- 5.7 As can be seen above, 52% of staff arrive by car with an additional 12.2% arriving as a car passenger. This includes staff who are dropped off or arrive with a colleague. As previously mentioned, the nature of the site means staff are subject to a different shift patterns and subsequent start/finish times, rather than all being on site at the same time.
- 5.8 It is deemed that a 10% reduction of the percentage of staff travelling to work by car is a suitable target for this development. Given this, the aim-type target is as follows:
- To reduce the proportion of staff trips by car from 52% to 46.8%, to be achieved within 3-years post expansion and to thereafter at least be maintained.

Travel Plan Monitoring

Monitoring and Review Strategy 1: Annual Travel Surveys

- 5.9 It will be the responsibility of the TPC to maintain an understanding of how staff travel and, in particular, to understand whether the number of staff commuting by car is falling in line

with the targets; this will be done through annual follow-up travel survey questionnaires for staff. The annual surveys will be undertaken on/close to the anniversary of the baseline surveys to ensure results are comparable, year on year.

Monitoring and Review Strategy 2: Annual Reporting

- 5.10 There is a need to report upon the findings of the annual monitoring process to the Council, in order to demonstrate the operator's commitment to the ongoing implementation of the Travel Plan and the progress made towards the objectives and targets. Reporting will include the travel survey results, details of progress towards targets and a review of the Action Plan, in order to identify actions for the forthcoming year. These results will be shared with Reading Borough Council.



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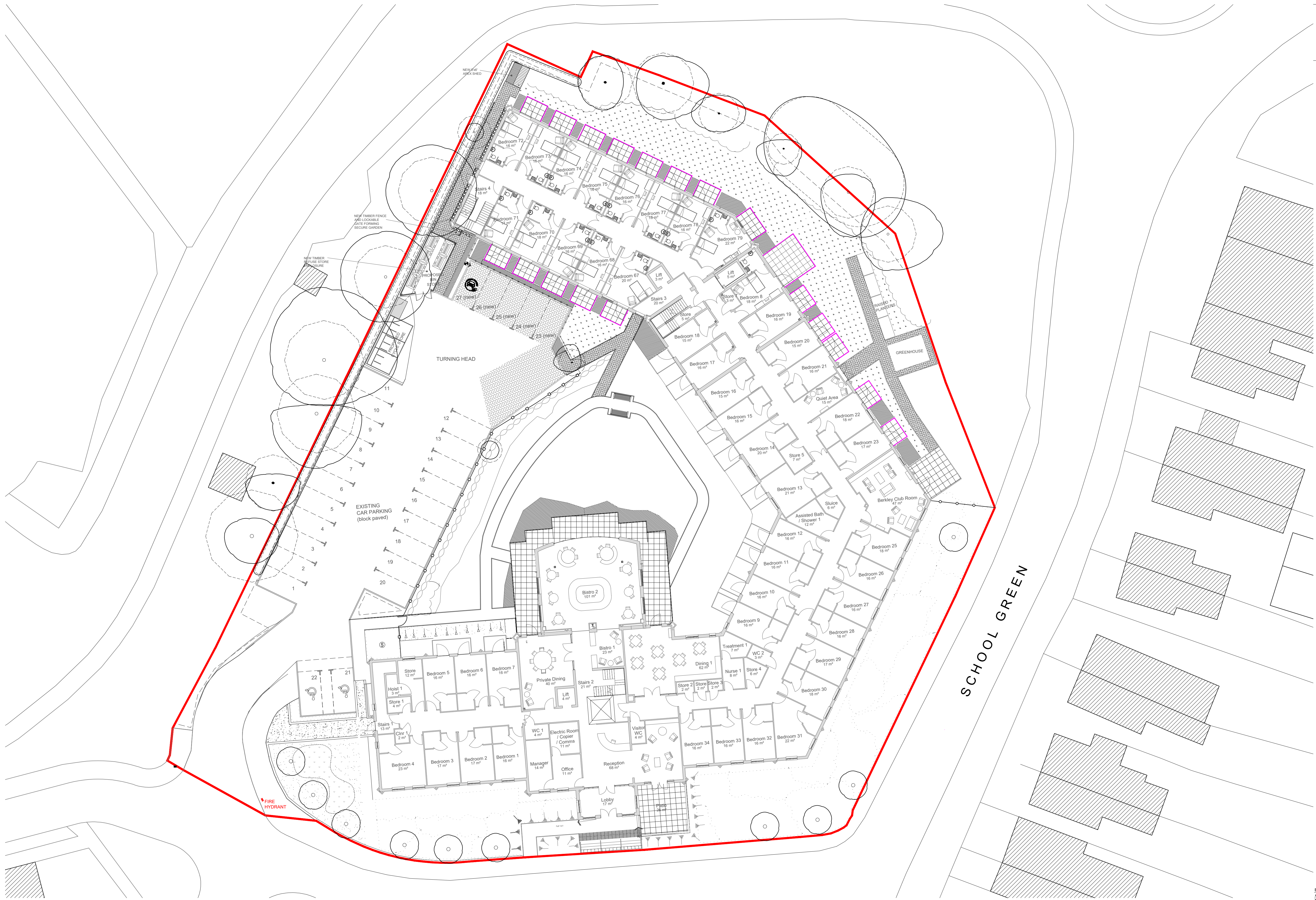
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TRAVEL PLAN APPENDICES

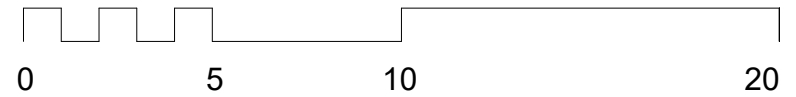
Appendix A

Site Layout Plan

Notes:
This drawing is to be read in conjunction with all other relevant architectural drawings.
Drawing not to be scaled except for Planning Application purposes, use figured dimensions only. Do not use this drawing for construction purposes. Any discrepancies to be notified to Hay Associates and further instructions obtained before work is commenced.
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KEY TO SYMBOLS		SITE BOUNDARY LINE		SECURE GARDEN FENCE		PICKET FENCE TO PATIOS		PROPOSED RESIN BONDED GRAVEL PATHWAYS		PROPOSED PATIO PAVING (600x600mm)		PROPOSED GRASS		ELECTRIC VEHICLE CHARGING POINT (arrow indicates number of points)
		EXISTING BUILDINGS		EXISTING TREES		EXISTING TREES ROOT PROTECTION AREA (where affected by the proposals)		PROPOSED BLOCK PAVING ROAD SURFACE TO MATCH EXISTING		PROPOSED HEDGE		PROPOSED PLANTING		ELECTRIC VEHICLE CHARGING BAY



B 18.02.2026
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Client Berkley Care Group
Project Shinfield View Care Home Extension
Title Proposed Site Plan
Scale 1:200 @ A1
Date Jan 2026
Drawn by LL
Checked by MH
Project No. B123
Drawing No. P01
Revision B
Status PLANNING

Floor Area (Gross Building) Created

Level	Name	Area
LEVEL 0 Ground Floor Plan	Bistro	79 m²
LEVEL 0 Ground Floor Plan	Extension	399 m²
LEVEL 1 First Floor Plan	Extension	399 m²
Grand total: 3		878 m²

Floor Area (GIA) Created

Level	Name	Area
LEVEL 0 Ground Floor Plan	Bistro	68 m²
LEVEL 0 Ground Floor Plan	Extension	371 m²
LEVEL 1 First Floor Plan	Extension	372 m²
Grand total: 3		810 m²

Notes:

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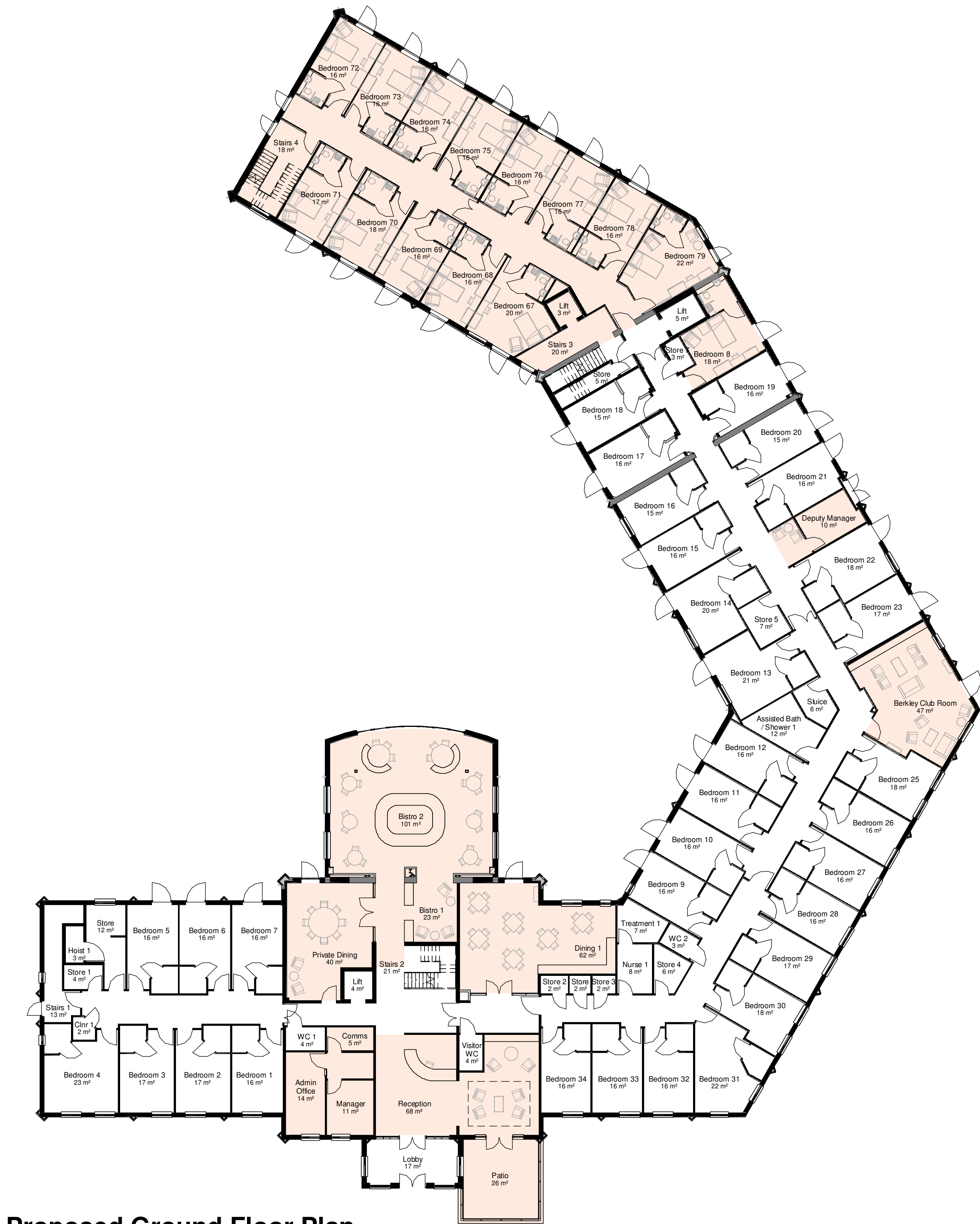
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Dayspace Schedule

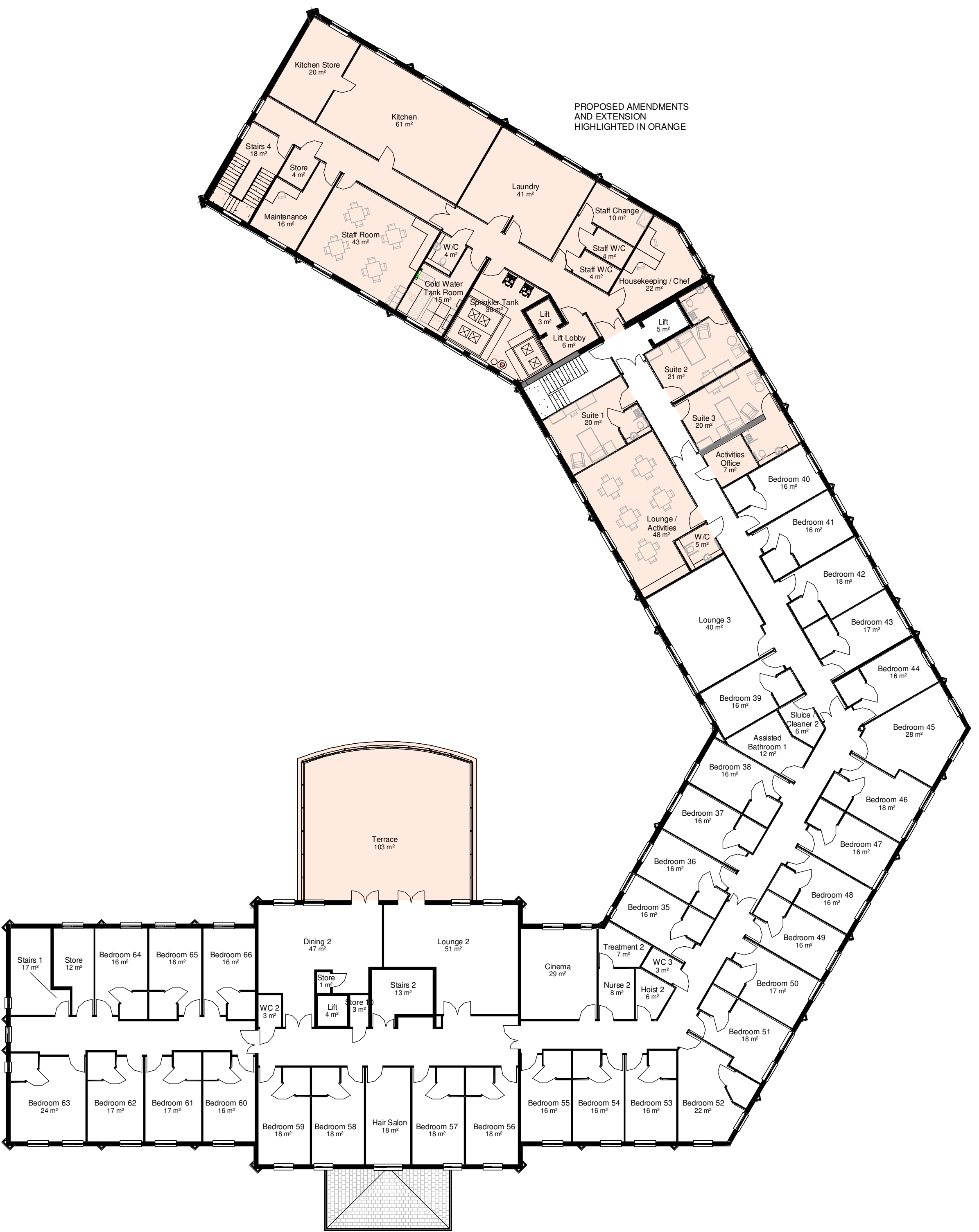
Name	Level	Area
Bedroom 67	LEVEL 0 Ground Floor Plan	20 m²
Berkley Club Room	LEVEL 0 Ground Floor Plan	47 m²
Bistro 1	LEVEL 0 Ground Floor Plan	23 m²
Bistro 2	LEVEL 0 Ground Floor Plan	101 m²
Dining 1	LEVEL 0 Ground Floor Plan	62 m²
Private Dining	LEVEL 0 Ground Floor Plan	40 m²
LEVEL 0 Ground Floor Plan: 6		232 m²
Cinema	LEVEL 1 First Floor Plan	29 m²
Dining 2	LEVEL 1 First Floor Plan	47 m²
Hair Salon	LEVEL 1 First Floor Plan	18 m²
Lounge 2	LEVEL 1 First Floor Plan	51 m²
Lounge 3	LEVEL 1 First Floor Plan	40 m²
LEVEL 1 First Floor Plan: 5		185 m²
Grand total: 11		477 m²

Bedroom Schedule

Name	Level	Area
Bedroom 1	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 2	LEVEL 0 Ground Floor Plan	17 m²
Bedroom 3	LEVEL 0 Ground Floor Plan	17 m²
Bedroom 4	LEVEL 0 Ground Floor Plan	23 m²
Bedroom 5	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 6	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 7	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 8	LEVEL 0 Ground Floor Plan	18 m²
Bedroom 9	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 10	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 11	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 12	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 13	LEVEL 0 Ground Floor Plan	21 m²
Bedroom 14	LEVEL 0 Ground Floor Plan	20 m²
Bedroom 15	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 16	LEVEL 0 Ground Floor Plan	15 m²
Bedroom 17	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 18	LEVEL 0 Ground Floor Plan	15 m²
Bedroom 19	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 20	LEVEL 0 Ground Floor Plan	15 m²
Bedroom 21	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 22	LEVEL 0 Ground Floor Plan	18 m²
Bedroom 23	LEVEL 0 Ground Floor Plan	17 m²
Bedroom 25	LEVEL 0 Ground Floor Plan	18 m²
Bedroom 26	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 27	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 28	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 29	LEVEL 0 Ground Floor Plan	17 m²
Bedroom 30	LEVEL 0 Ground Floor Plan	18 m²
Bedroom 31	LEVEL 0 Ground Floor Plan	22 m²
Bedroom 32	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 33	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 34	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 67	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 68	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 69	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 70	LEVEL 0 Ground Floor Plan	18 m²
Bedroom 71	LEVEL 0 Ground Floor Plan	17 m²
Bedroom 72	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 73	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 74	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 75	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 76	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 77	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 78	LEVEL 0 Ground Floor Plan	16 m²
Bedroom 79	LEVEL 0 Ground Floor Plan	22 m²
LEVEL 0 Ground Floor Plan: 46		
Bedroom 35	LEVEL 1 First Floor Plan	16 m²
Bedroom 36	LEVEL 1 First Floor Plan	16 m²
Bedroom 37	LEVEL 1 First Floor Plan	16 m²
Bedroom 38	LEVEL 1 First Floor Plan	16 m²
Bedroom 39	LEVEL 1 First Floor Plan	16 m²
Bedroom 40	LEVEL 1 First Floor Plan	16 m²
Bedroom 41	LEVEL 1 First Floor Plan	16 m²
Bedroom 42	LEVEL 1 First Floor Plan	18 m²
Bedroom 43	LEVEL 1 First Floor Plan	17 m²
Bedroom 44	LEVEL 1 First Floor Plan	16 m²
Bedroom 45	LEVEL 1 First Floor Plan	28 m²
Bedroom 46	LEVEL 1 First Floor Plan	18 m²
Bedroom 47	LEVEL 1 First Floor Plan	16 m²
Bedroom 48	LEVEL 1 First Floor Plan	16 m²
Bedroom 49	LEVEL 1 First Floor Plan	16 m²
Bedroom 50	LEVEL 1 First Floor Plan	17 m²
Bedroom 51	LEVEL 1 First Floor Plan	18 m²
Bedroom 52	LEVEL 1 First Floor Plan	22 m²
Bedroom 53	LEVEL 1 First Floor Plan	16 m²
Bedroom 54	LEVEL 1 First Floor Plan	16 m²
Bedroom 55	LEVEL 1 First Floor Plan	16 m²
Bedroom 56	LEVEL 1 First Floor Plan	18 m²
Bedroom 57	LEVEL 1 First Floor Plan	18 m²
Bedroom 58	LEVEL 1 First Floor Plan	18 m²
Bedroom 59	LEVEL 1 First Floor Plan	18 m²
Bedroom 60	LEVEL 1 First Floor Plan	16 m²
Bedroom 61	LEVEL 1 First Floor Plan	17 m²
Bedroom 62	LEVEL 1 First Floor Plan	17 m²
Bedroom 63	LEVEL 1 First Floor Plan	24 m²
Bedroom 64	LEVEL 1 First Floor Plan	16 m²
Bedroom 65	LEVEL 1 First Floor Plan	16 m²
Bedroom 66	LEVEL 1 First Floor Plan	16 m²
LEVEL 1 First Floor Plan: 32		
Grand total: 78		



Proposed Ground Floor Plan
1 : 200



Proposed First Floor Plan
1 : 200

Appendix B

Action Plan

Measure Name	Action	Responsibility	Target Delivery Date
Travel Plan Management	Appoint Travel Plan Coordinator	Berkley Care Group Ltd	Prior to occupation of the development
Information & Communication			
Information Strategy 1	Travel Information on Website	Travel Plan Coordinator	Ongoing throughout delivery period
Information Strategy 2	Provision of Travel Information Guide	Travel Plan Coordinator	Ongoing throughout delivery period
Information Strategy 3	Notice Board	Travel Plan Coordinator	Ongoing throughout delivery period
Active Travel Strategy			
Active Travel Strategy 1	Promote and encourage walking and cycling	Travel Plan Coordinator	Ongoing throughout delivery period
Active Travel Strategy 2	Provision of cycle parking facilities	Travel Plan Coordinator	Through design
Public Transport Strategy			
Public Transport Strategy 1	Promote and Encourage Public Transport Use	Travel Plan Coordinator	Ongoing throughout delivery period
Sustainable Car Use			
Sustainable Car Use Strategy 1	Promote Car Sharing	Travel Plan Coordinator	Ongoing throughout delivery period
Sustainable Car Use Strategy 2	Promote Eco-Driving	Travel Plan Coordinator	Ongoing throughout delivery period
Monitoring Strategy			
Monitoring and Review Strategy 1:	Baseline Travel Survey and Reporting	Travel Plan Coordinator	Within 3-months of opening
Monitoring and Review Strategy 2:	Follow-up Travel Surveys and Submission of Annual Monitoring Report	Travel Plan Coordinator	Annually following baseline until a point 3-years after opening