



Framework Travel Plan

Project: Hogwood Farm Neighbourhood Centre

Client: Cala Homes Thames Ltd.

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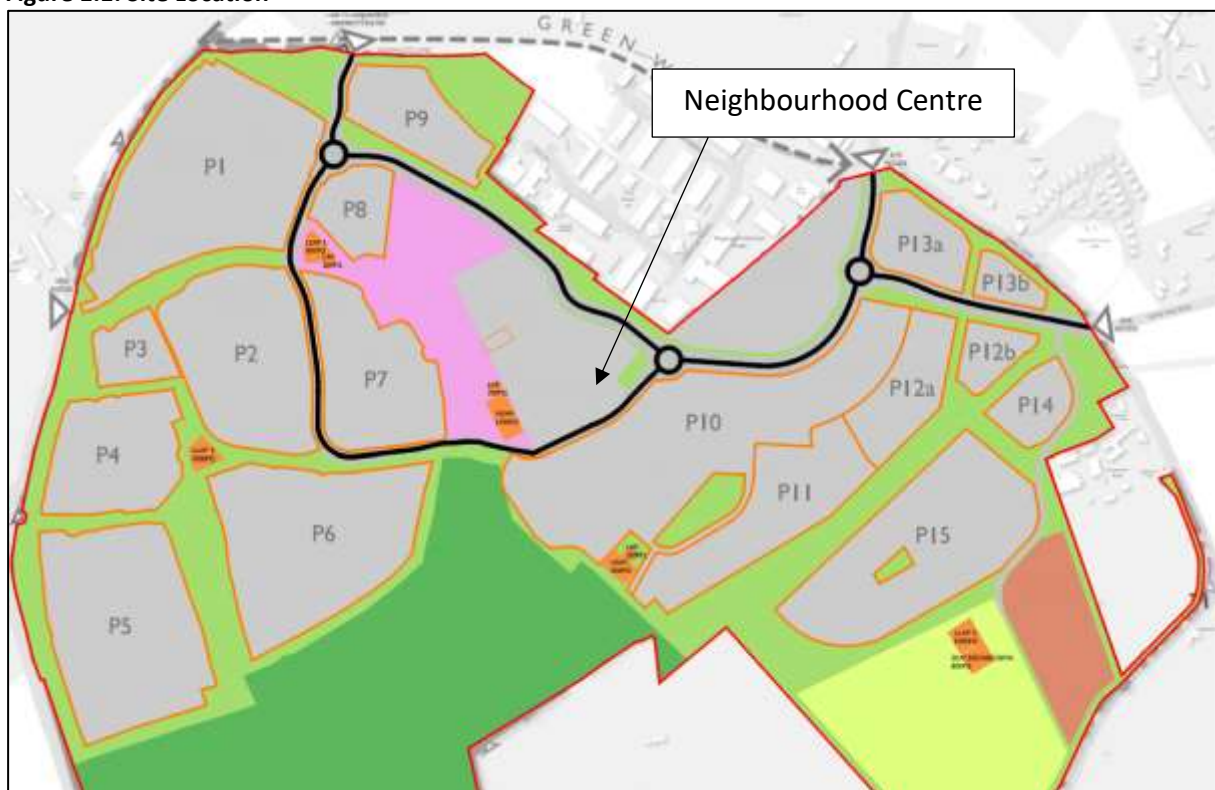
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1 INTRODUCTION

1.1 Background

- 1.1.1 JNP Group have been commissioned by Cala Homes Thames Ltd. to prepare a Framework Travel Plan (FTP) for the proposed Neighbourhood Centre at Hogwood Farm. The Framework Travel Plan has been prepared as part of the BREEAM requirements for TRA01 and TRA02.
- 1.1.2 It should be noted that the Travel Plan and BREEAM applies only to the Neighbourhood Centre. A site-wide Travel Plan for the wider Hogwood Farm development has not been prepared. Instead, a £400 per dwelling travel planning contribution to Wokingham Borough Council's 'My Journey' program was made through the Section 106 agreement.
- 1.1.3 The Neighbourhood Centre will comprise a 71.79sqm retail unit, a 264.7sqm convenience store and 18 affordable apartments above. A village square will be provided along the frontage of the building.
- 1.1.4 Separate access and egress junctions will be provided from the Southern Bus Loop, which are linked by an internal loop road which provides access to shared parking for the commercial land use and future school site to the west. The school is not included in the red line boundary for this application.
- 1.1.5 The location of the neighbourhood centre at Hogwood Farm is shown on Figure 1.1 below.

Figure 1.1: Site Location



1.2 Report Structure

- 1.2.1 Following this introductory section, the FTP comprises the following sections:

- **Section 2 BREEAM Certification:** This section provides details on the BREEAM credits that are being sought in relation to transport.
- **Section 3 Baseline Conditions:** summarises the existing and future conditions applicable to the site including access by all modes of transport.
- **Section 4 Development Proposals:** outlines the development proposals including the access arrangements, internal site layout and parking.
- **Section 5 Travel Plan Measures:** provides details of the travel plan measures that will be implemented at the development.
- **Section 6 Conclusion:** summarises and concludes the findings of the above sections.

2 BREEAM CERTIFICATION

2.1.1 This section sets out the role of the Framework Travel Plan in achieving credits towards BREEAM certification for the Neighbourhood Centre.

2.2 BREEAM Requirements

2.2.1 BREEAM is a global sustainability assessment and certification scheme for the built environment. It assesses, encourages and rewards environmental, social and economic sustainability. While the proposals for the Neighbourhood Centre will be submitted as part of a reserved matters application to WBC, the development will also seek bespoke BREEAM certification for the construction works.

2.2.2 The main output of a BREEAM assessment is the rating which is given to the development upon its certification. The certified rating reflects the performance achieved by the project and its stakeholders, which is measured against a series of BREEAM standards and benchmarks. The rating levels are summarised as follows:

- Pass – one star;
- Good – two stars;
- Very good – three stars;
- Excellent – four stars; and
- Outstanding – five stars.

2.2.3 The site will be scored against the criteria set out in the BREEAM 'UK New Construction V6.1' technical guidance and the associated scoring spreadsheet.

2.3 BREEAM Credits

2.3.1 A development's rating is determined by the credits it receives towards its certification, both in terms of the number of credits and the variety of challenges that have been addressed through achieving them.

2.3.2 A site's sustainable value is measured in a series of categories, such as energy, ecology and transport. Each of the categories addresses the most influential factors in sustainability, such as carbon emissions reduction, adaptation to climate change and biodiversity protection.

2.3.3 Each category is sub-divided into a range of assessment issues, each with its own aims, targets and benchmarks. When a BREEAM assessor deems that one of these targets or benchmarks has been reached, the development will score credits. The score for each category is calculated according to the number of credits it has achieved and the weighting of that category. Once the development has been fully assessed, the final performance rating is determined by the sum of the weighted category scores.

2.4 Transport Category

2.4.1 The transport category encourages better access to sustainable means of transport for users of a building. Key issues include the accessibility of sustainable modes and how this may support a reduction in car journeys, which in turn reduces congestion and CO₂ emissions. This

category also addresses the design and provision of transport and movement infrastructure within a development, in order to encourage the use of sustainable modes of transport in the long term. There are two assessment issues relating to transport, which are summarised as follows:

2.5 TRA 01 – Transport Assessment and Travel Plan

2.5.1 In accordance with the BREEAM 'UK New Construction V6.1' Technical Guidance, the aim of TRA 01 within the transport category is as follows:

"To reward awareness of existing local transport and identify improvements to make it more sustainable."

2.5.2 There are two credits available for TRA 01 – one for a suitable Transport Assessment (or Statement) and one for a suitable Travel Plan. A suitable Transport Statement should include the following information:

- An assessment of travel patterns and attitudes of existing site users (where relevant);
- Predicted travel patterns and transport impact of future site users;
- Baseline conditions for pedestrians and cyclists;
- Reporting of the existing amenities within 500m from the site;
- An assessment of disabled access on the site;
- A calculation of the existing public transport accessibility index (AI); and
- An assessment of the current cycle facilities on site.

2.5.3 As part of the Section 106 agreement for the wider outline consent, a contribution of £400 per dwelling was agreed which would be used towards WBC's 'My Journey' sustainable travel initiative. The contribution was provided in lieu of a site wide Travel Plan.

2.5.4 While all of the required actions for the Neighbourhood Centre have been demonstrated within this Travel Plan, it is also supported by the benefits arising from the My Journey, contribution. This benefits all land uses at Hogwood Farm. A Transport Statement has also been prepared for the proposals. As such, it is anticipated that 2 credits will be achieved for TRA 01.

2.6 TRA 02 – Sustainable Transport Measures

2.6.1 In accordance with the BREEAM 'UK New Construction V6.1' Technical Guidance, the aim of TRA 02 within the transport category is as follows:

"To maximise the potential for local public, private and active transport through provision of sustainable transport measures appropriate to the site."

2.6.2 A maximum of ten credits can be achieved for TRA 02. The ten credits are achieved according to the calculated Accessibility Index of the site and the number of 'points' earned through implementing sustainable travel measures introduced on the site. The UK New Construction V6.1 technical guidance provides a list of sustainable transport measures that can be implemented on site to achieve points. These sustainable transport measures have been

reproduced in Table 2.1 and ones which the development is seeking to achieve are marked in **green**.

Table 2.1 - BREEAM TRA 02 Sustainable Transport Measures (from UK New Construction V6.1 Table, 7.4)

Sustainable Transport Measures		
Assessment Option	Public Transport Measures	Points
1	1. The existing AI calculated in Tra 01 achieves the following: ≥ 4 for prison or MOD sites, rural location sensitive buildings, and other building group 3 ≥ 8 for all other building types	1
2	2. Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR	2
	3. Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions. OR	3
	4. Provide a dedicated service, such as a bus route or service (See Definitions).	3
3	5. Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	1
4	6. Provide electric recharging stations of a minimum of 7kW for at least 10% of the total car parking capacity for the development.	1

Assessment Option	Public Transport Measures	Points
5	7. Set up a car sharing group or facility to facilitate and encourage building users to car share. 8. Raise awareness of the sharing scheme with marketing and communication materials. 9. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. 10. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	1
Assessment Option	Active Travel Measures	Points
6	11. During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it. 12. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	2
7	13. Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5. <i>(Note: 1 space per 10 staff required for retail units per Table 7.5)</i>	1
8	14. Option 7 has been achieved. 15. Provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type) – see Definitions for the scope of each compliant facility: • Showers • Changing facilities • Lockers • Drying spaces.	1
9	16. At least three existing accessible amenities are present, see Table 7.6, where relevant for a Building Group.	1

	<i>Note: for Building Group 1 which includes retail, the building should be within 500m of at least 3 of the following existing amenities:</i> <i>Food outlet, cash, outdoor open space, recreation or leisure facility, postal facility, community facility, over the counter services associated with a pharmacy, child care facility or school</i>	
10	17. Ensure a minimum of one new accessible amenity, in accordance with Table 7.6, for the relevant Building Group, is provided.	2
	18. Ensure more than one new accessible amenity, in accordance with Table 7.6 for the relevant Building Group, is provided.	
Assessment Option	Alternative Travel Measures	Points
11	19. Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	1-3

2.6.3 It is anticipated that the following measures will be actioned for the Neighbourhood Centre in order to meet some of the criteria outlined in Table 2.1:

- Option 2: The existing bus service through Hogwood Farm will be diverted along the road to the south of the Neighbourhood Centre and will call at the adjacent bus stops (3 points);
- Option 5: Priority spaces for car sharers for will be provided for least 5% of the parking requirement for the commercial land use (1 point);
- Option 7: Cycle storage will be provided at a rate of at least 1 space per 10 staff (1 point);
- Option 10: The building will provide more than one new accessible amenity in the form of the convenience store (2 points).

2.6.4 As such, the total number of points for sustainable transport measures on the site is expected to be 7 points.

2.6.5 The points achieved according to Table 2.1 are then used in combination with the calculated Accessibility Index (AI) value to calculate the TRA 02 credits.

2.6.6 The calculated Accessibility Index value for the Neighbourhood Centre is 1.3. This will increase to 1.36 once the Southern Bus Loop is operational and the bus service is diverted

via the eastbound and westbound stops on this route. The Accessibility Index Calculator for the existing and proposed arrangement is provided as **Appendix A**.

- 2.6.7 The credits are calculated using a table from the UK New Construction V6.1 Technical Guidance, which has been reproduced as Table 2.2.

Table 2.2 - Credits available to the AI of the site and number of points achieved (from UK New Construction V6.1, Table 7.3)

Points Achieved for Sustainable Measures			Credits
AI < 25	25 < AI < 40	AI > 40	
1	1		1
2		1	2
3	2		3
4		2	4
5	3		5
6	4	3	6
7	5		7
8	6	4	8
9	7	5	9
10	8	6	10

- 2.6.8 As such, according to the UK New Construction V6.1, this site is expected to achieve 7 credits for TRA 02.

2.7 Summary

- 2.7.1 This Travel Plan aims to contribute towards achieving credits for TRA 01 and TRA 02 of the BREEAM UK New Construction V6.1 technical guidance. It is anticipated that the Neighbourhood Centre will achieve 2 credits for TRA 01 and 7 credits for TRA 02.

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The Neighbourhood Centre is located towards the centre of the Hogwood Farm development. It is bound by the Southern Bus Loop to the south, a future school to the west, the Nine Mile Ride Extension South to the east and open space which will be associated with the school to the north.

3.2 Local Highway Network

Southern Bus Loop (SBL)

- 3.2.1 The Neighbourhood Centre will be accessed from the Southern Bus Loop (SBL) to the south.
- 3.2.2 The Southern Bus Loop (SBL) is located along the north boundary of Parcel 10, west of the roundabout with the NMRES. The SBL will continue south-west to join the internal road layout of Hogwood Farm Parcels 2, 3 and 7.
- 3.2.3 A bus gate is located north-west of Parcel 10 and this section of road is only permitted to be used by buses and emergency service vehicles with access controlled by way of a sump – buster combined with the build out. As such, cars travelling westbound along the SBL cannot continue into Parcels 2, 3 and 7 and must enter Parcel 10 or the school/neighbourhood centre.
- 3.2.4 To avoid instances of westbound vehicles on the SBL entering the bus gate, a road narrowing has been introduced on the SBL immediately west of the final Parcel 10 access junction. This will also be supported by road markings, a change in surfacing and suitable signage. The proposals effectively extend the bus gate further east along the SBL to ensure that cars do not inadvertently enter the bus gate.

Nine Mile Ride Extension South (NMRE(S))

- 3.2.5 The SBL forms a roundabout with the NRME(S) to the east.
- 3.2.6 The NMRE(S) comprises the construction of 1.25km of new carriageway, verges, swales, and foot/cycleways between NMRE(N) and Park Lane in the east along with three new roundabouts (and provision for priority junctions) to facilitate access into the Hogwood Farm development site.
- 3.2.7 A link of approximately 170m will take access off the sites most easterly roundabout northwards towards Hogwood Industrial Estate and Park Lane. This has been delivered as part of the construction of the NMRE(S) and is referred to separately as Hogwood Spur Road (HSR). The total length of new highway infrastructure delivered through the NMRES will be approximately 1.42km.
- 3.2.8 The NMRE(S) received reserved matters planning permission under Wokingham Borough Council (WBC) ref 192997 in February 2020 and has since undergone detailed design. The NMRE(S) opened in November 2022.

Nine Mile Ride Extension North

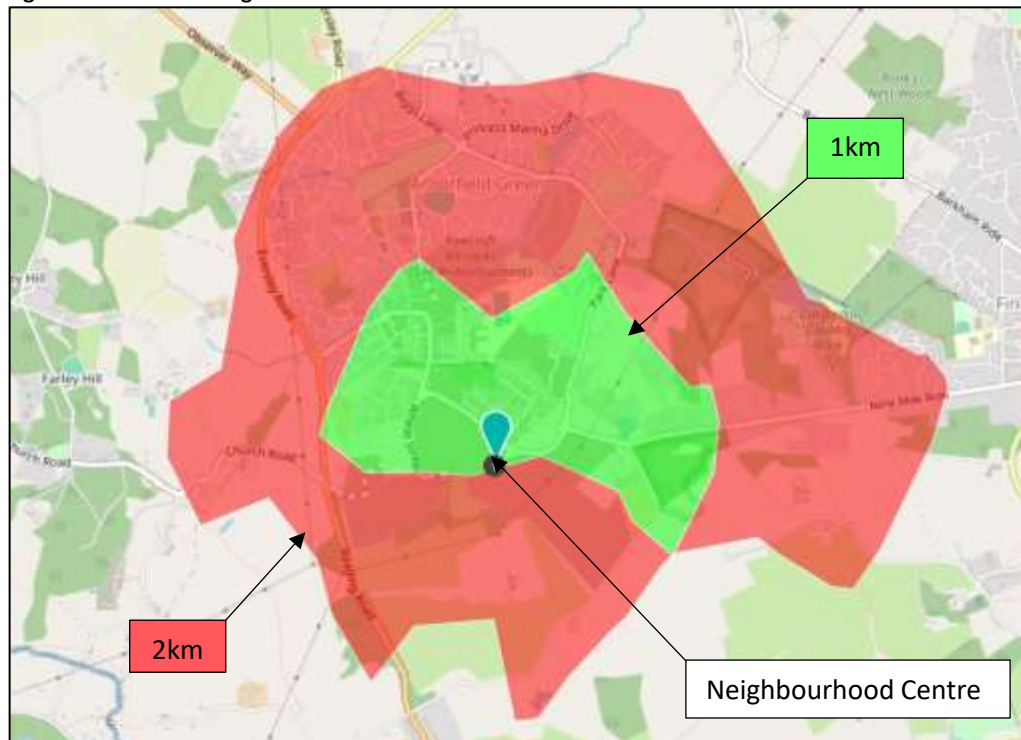
- 3.2.9 The northern section of the Nine Mile Ride Extension (NMRE(N)) connects the existing A327 Eversley Road in the north and joins the NRME(S) to the south.

- 3.2.10 A TS was prepared by iTransport in December 2015 to supplement traffic modelling undertaken as part of a separate study for the delivery of the NRME(N).
- 3.2.11 AECOM were the principal designers of the NMRE(N) and the alignment was consistent with that approved under the hybrid application (O/2017/2280) and the 'Movement and Access Parameter Plan' prepared by idpartnership on behalf of Crest Nicholson.
- 3.2.12 The new roundabout connecting NMRE(N) with the A327 received full planning permission as part of the hybrid application and thus was not subject to discussion within the TS submitted in support of the NMRE(N).
- 3.2.13 Following detailed design and construction, the NMRE(N) opened on 26th June 2017 to serve the northern part of the Arborfield Garrison Strategic Development Location (AGSDL), including Bohunt Secondary School.

3.3 Access for Pedestrians

- 3.3.1 Walking is traditionally recognised as a sustainable mode of travel which can replace shorter trips that are often made by car, particularly those under 2km. This was reflected in the now withdrawn 'PPG:13 Transport' guidance. Although the guidance has been superseded, it provides a useful indication of the walking distances that are considered reasonable for pedestrians.
- 3.3.2 CIHT's 'Planning for Walking' (2015) guidance document recognises that most short journeys are made wholly on foot, however walking also forms part of longer, multi-modal journeys. The guidance states that people will choose to walk if the length of their journey is less than one mile (1.6km). A typical catchment area is around half this distance at 800m or a 10-minute walk.
- 3.3.3 The IHT document 'Guidelines for Providing Journeys on Foot' (2000) provides preferred maximum walking distances for the purposes of commuting and other journeys. The distances are as follows:
 - Town centres: 800m;
 - Commuting/school/sightseeing: 2,000m; and
 - Elsewhere: 1,200km.
- 3.3.4 A range of areas are within a 2km walking distance of the Neighbourhood Centre, as shown in Figure 3.1.

Figure 3.1 - 2km Walking Isochrones



3.3.5 There are continuous footways along each side of the SBL and the NRME(S), providing onward connectivity to the surrounding area. At the roundabouts along the NMRE(S), uncontrolled crossing points with dropped kerbs, tactile paving and central islands are provided on each arm. This facilitates connections on foot to nearby land uses such as the SANG and play areas around the wider development.

3.3.6 Amenities in the local area which are accessible on foot within 2km are as follows:

- SANG
- Play Area (adjacent to Parcel 2)
- Bohunt School
- Arborfield Leisure Centre
- Longmoor Bog Nature Reserve
- St Eligus Church
- Arborfield Green Community Centre
- California Country Park
- Farley Hill Primary School

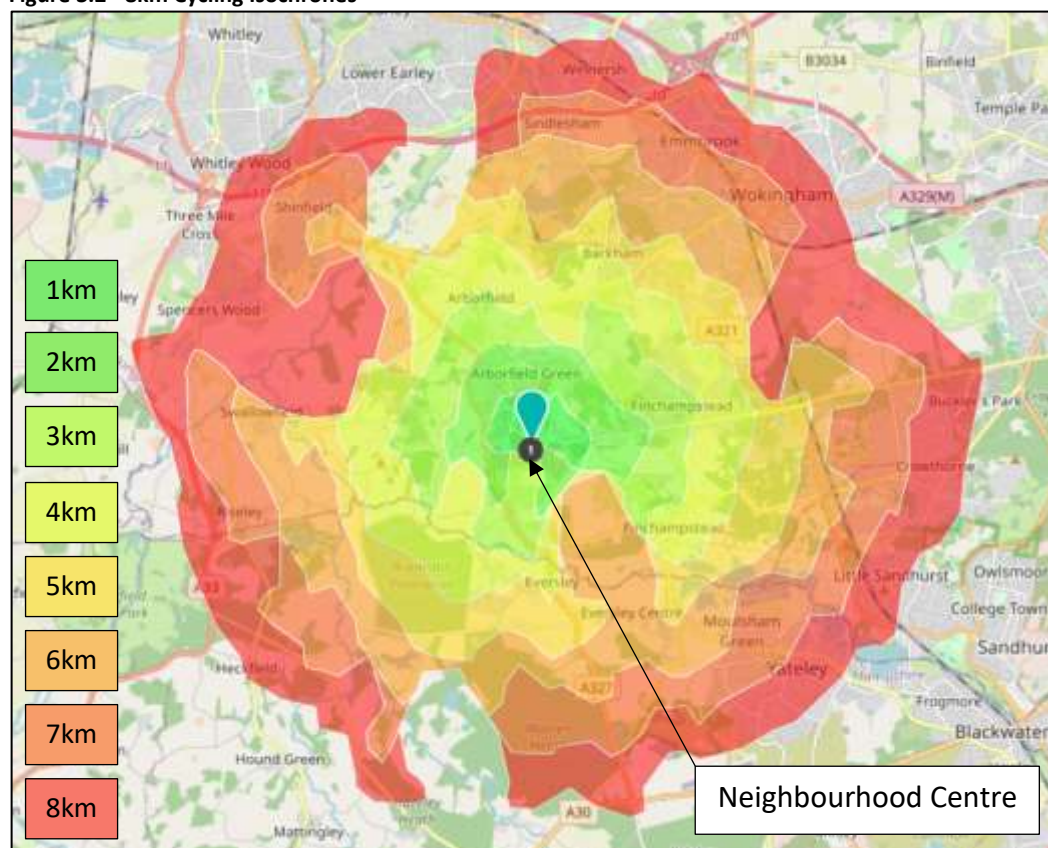
3.4 Access for Cyclists

3.4.1 CIHT's 'Planning for Cycling' (2014) guidance document states that most cycling trips are made over short distances, with 80% being less than 5 miles (8km) and 40% being less than 2 miles (3.2km). Similarly, 'Chapter 10 – Cycling in New Developments' of the Sustrans Design

Manual (draft, 2015) advises that distances up to five miles (8km) represents a reasonable cycling commute for most users.

- 3.4.2 The Department for Transport's 'Walking and Cycling Statistics, England: 2016' statistical release was published in January 2018. It states that shorter cycling trips under five miles (8km) made up 79% of all cycling trips in 2016, with 43% of all trips being under two miles (3.2km). The most common purpose for cycling trips is commuting, which accounts for an average of 36% of trips made by this mode.
- 3.4.3 The consensus among recent guidance and statistics is that 8km represents the maximum reasonable cycling distance, however a significant proportion of cycling trips are likely to be around 3km. Figure 3.2 shows the destinations within an 8km cycling distance of the site.

Figure 3.2 - 8km Cycling Isochrones



- 3.4.4 As shown in Figure 3.2, the entirety of the Hogwood Farm development and the wider Arborfield Green and Finchampstead areas are within a 4km cycling distance of the Neighbourhood Centre.
- 3.4.5 A 3m wide shared footway/cycleway is provided on the north side of the SBL, which connects to a 3m footway/cycleway along the NRME(S).

3.5 Public Transport

- 3.5.1 The nearest bus stops to the Neighbourhood Centre are located to the east on the NRME(S). The walking distance to the bus stops is approximately 300 metres. The walking route is along the continuous footway/cycleway provision which is provided along the SBL and NMRE(S).

There is an uncontrolled crossing at the roundabout which provides access to the footway along the southbound carriageway of the NMRE(S).

- 3.5.2 The bus stops are served by Service 3, which is operated by Reading Buses. The route, frequencies and journey times to key destinations is summarised in Table 3.1.

Table 3.1 - Bus Services and Frequencies

Route	Frequency	Journey Times
Wokingham Town Centre to Reading Town Centre (northbound bus stop)	Weekdays: hourly Saturdays: hourly Sundays: no service	30 minutes to Royal Berkshire Hospital 50 minutes to Reading town centre
Reading Town Centre to Wokingham Town Centre (southbound bus stop)	Weekdays: Hourly Saturdays: Hourly Sundays: No service	25 minutes to Wokingham Town Centre

- 3.5.3 When the SBL is constructed and operational, Service 3 will be rerouted via the SBL. The eastbound bus stop along the SBL is adjacent to the Neighbourhood Centre, which minimises the walking distance and promotes accessibility via sustainable modes. The westbound bus stop along the SBL is approximately 30 metres walking distance from the access to the entrance to the Neighbourhood Centre building.
- 3.5.4 The nearest railway station to Hogwood Farm is Wokingham Station. The journey time to the station using Service 3 is 20 minutes and there is a bus stop adjacent to the station's interchange. The station provides regular services to Reading, London Waterloo and Gatwick Airport.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 The development proposals comprise the construction of a Neighbourhood Centre, comprising 18 affordable 1- and 2-bedroom apartments, a 71.76sqm retail unit and a 264.7sqm convenience store. The area to the south of the Neighbourhood Centre building will form a village square with both hard and soft landscaping.

4.2 Vehicular Access and Internal Road Layout

- 4.2.1 The Neighbourhood Centre, the dwellings above and the future school to the west will be accessed via the Southern Bus Loop.
- 4.2.2 Two junctions will be constructed, functioning separately as an access and egress, which will be connected by a one-way loop within the site.
- 4.2.3 North of the access junction, a priority junction with the future school will be provided. The remainder of the school falls outside of the red line boundary for the reserved matters application.
- 4.2.4 The loop continues northbound with echelon parking along the east side of the carriageway. A lay-by for use by coaches or as overflow for parking will be provided on the west side of the carriageway.
- 4.2.5 At the end of the loop, the carriageway widens on the bend to ensure that large vehicles can negotiate the turning movement. A row of 9 perpendicular parking bays will be provided at the rear of the loop.
- 4.2.6 At the north-east corner of the loop, a priority junction will be provided which continues to the car park for the residential units. The car park is located to the rear of the neighbourhood centre building. The access road is 5m wide initially and widens to 7m to provide a suitable aisle width between the parking spaces.
- 4.2.7 The loop road continues south and echelon parking bays on the west side of the carriageway. A lay-by is provided on the east side of the carriageway, offering multi-purpose use for disabled parking and deliveries to the retail unit.

4.3 Pedestrian/Cyclist Access

- 4.3.1 Pedestrian and cyclist permeability has been considered with recognition of key desire lines and the need to provide links between existing and future infrastructure.
- 4.3.2 The village square along the frontage of the Neighbourhood Centre's retail and residential units will be pedestrianised and connects to the footway along the Southern Bus Loop.
- 4.3.3 A 2m wide walking route will be provided adjacent to the parking bays along the internal loop road to facilitate permeability within the car park for pedestrians.
- 4.3.4 A 3m cycleway/footway on the north side of the Southern Bus Loop with continuous (Copenhagen style) crossings at the access and egress junctions to delineate priority for pedestrians and cyclists. This will be visually demarcated through using the same surface material and colour across the junction as the footway/cycleway either side.

4.4 Bus Access

- 4.4.1 A bus stop will be provided along the Southern Bus Loop and it is anticipated that the existing Number 3 bus service will be diverted via this stop.

4.5 Car Parking

Residential Parking Provision

- 4.5.1 For the residential units, car parking is required to be provided at a level that meets the forecasted demand within WBC's 'Parking Demand Calculation Spreadsheet'. The spreadsheet requires details to be entered of the proposed property type, tenure, number of habitable rooms, number of allocated spaces and number of garages in order to calculate the unallocated parking demand.
- 4.5.2 The development location has been selected as 'Village' where standards for unallocated parking are more onerous. It is worth noting that following completion of Hogwood Farm, the site will provide a mix of land uses including a neighbourhood centre, primary school, employment land and sports pitches that support localised movements by foot/cycle without the reliance on a private car and thus need for parking.
- 4.5.3 Once complete, the area could be viewed as less of a 'Village' location and more of a 'Town and Fringe' location but for now the 'Village' category has been maintained.
- 4.5.4 In the calculator's guidance notes, it states *'visitor parking is taken as being unallocated parking provision. It is calculated on the basis of 0.2 spaces per dwelling, where at least 1 allocated space is provided per dwelling'*.
- 4.5.5 It is proposed that one allocated space is provided per dwelling, along with 4 unallocated spaces for use by visitors. The WBC parking calculator produces a demand for 6 unallocated parking bays, therefore the proposed provision is 2 spaces below this. The provision of 4 spaces aligns with the ratio of 0.2 spaces per dwelling. The accessible location of the dwellings and the proximity of the bays associated with the retail unit further justifies the provision of 4 visitor bays.
- 4.5.6 The parking calculator is provided in **Appendix B** of this report.

Retail and School Parking

- 4.5.7 During pre-application discussions for the Neighbourhood Centre, WBC raised that the feasibility of combining school drop off/pick up and the parking for the retail units should be investigated. This arrangement was noted to optimise the space within the site and provides more opportunities for hard and soft landscaping along the frontage of the Neighbourhood Centre building.
- 4.5.8 Per WBC's parking standards for A1 Food Outlets, 1 parking space should be provided per 20sqm. The units are both expected to be used for food sales and/or consumption with a combined GFA of 336.46sqm. This equates to a total of 17 parking spaces being required. Per the BREEAM requirements, 5% of spaces for the retail area will be dedicated for use by car sharers and this equates to 1 space.
- 4.5.9 With regards to the school, the standards state that 1 space should be provided per 1 full time member of staff at primary schools. There is no specific requirement for drop off/pick up parking.

- 4.5.10 A total of 30 parking spaces will be provided on the loop which serves as parking for the retail units and the school drop off/pick up. The 30 spaces does not include the lay-by along the west side of the loop road, which offers further parking opportunities. The quantum of spaces has been informed by pre-application discussions with WBC and is considered sufficient to accommodate the parking demand from the commercial and education land uses.
- 4.5.11 Parking for staff at the school is expected to be provided along the frontage of the building and falls outside of the red line boundary for the Neighbourhood Centre. It is shown only for illustrative purposes on the planning drawings. It is expected that the quantum and layout of the staff parking will be assessed within a separate Transport Statement for the reserved matters application for the school.

4.6 Cycle Parking

Residential

- 4.6.1 Cycle parking is to be provided for all dwellings in accordance with the standards set out in WSP's Parking Standards Study Report prepared on behalf of WBC. The requirements are provided in Table 4.1.

Table 4.1 - Cycle Parking Standards

Dwelling Type	Bedrooms	Requirement
Flats	1 Bedroom (1/2 Habitable Rooms)	1 per dwelling
	2 Bedroom (4 Habitable Rooms)	1 per dwelling

Source: WSP Parking Standards Study Report

Note: Standards are based on no. of habitable rooms though no. of bedrooms is not prescribed within WBC's Parking Calculator Conversion Table for dwellings with 3 habitable rooms. For reference, 3 habitable rooms require 1 space per dwelling.

- 4.6.2 A covered cycle store will be provided which accommodates parking for 18 bicycles, equating to one cycle parking space per dwelling.

Retail

- 4.6.3 WBC's Parking Standards study report lists a requirement for 1 cycle parking space per 125sqm of land use. This should then be split in the ratio of 20% of spaces being long-term cycle parking spaces and the other 80% being short-term spaces.
- 4.6.4 Based on the combined GFA of 336.46sqm, this equates to a total of 3 cycle parking spaces. Of the 3 spaces, 1 would be long stay and 2 would be short stay.
- 4.6.5 At least 2 cycle stands will be provided for the retail land use along the frontage of the building within the village square. The stands provide capacity for a total of 8 bicycles.

School

- 4.6.6 It is expected that cycle parking for the school will be accommodated within the school's red line boundary and so no provision has been made for this within the shared drop off/pick up parking area.

5 TRAVEL PLAN MEASURES

5.1 Background

- 5.1.1 This section of the Framework Travel Plan sets out how the measures listed within the BREEAM 'UK New Construction V6.1' Technical Guidance will be accommodated within the proposals.
- 5.1.2 The measures which must be considered as a minimum are listed below in Table 5.1. The measures which will be provided are then discussed in further detail in the remainder of this chapter. Where the measure is not applicable for the Neighbourhood Centre or cannot be accommodated within the proposals, this has been noted in Table 5.1.

Table 5.1 - Minimum Travel Plan Measures, BREEAM TRA01

Travel Plan Measures	Notes
Negotiation with local bus, train or tram companies and an increase in the local service provision for the development.	This is detailed further in Section 5.2.
Provision of a public transport information system in a publicly accessible area.	It is not considered feasible to provide this within the food retail outlet.
Provision of electric recharging stations.	This is detailed further in Section 5.3.
Provision of priority parking spaces for car sharers.	This is detailed further in Section 5.4.
Consultation with the local authority on the state of the local cycling network and on improvements.	This is detailed further in Section 5.5.
Provision of dedicated and convenient cycle storage.	This is detailed further in Section 5.5.
Provision of cyclists' facilities.	It is not considered feasible to provide facilities such as showers, drying spaces, changing facilities and lockers for use by staff in the retail unit.
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas.	Hard and soft landscaping is provided throughout the layout of the Neighbourhood Centre and adjacent parking area. Lighting will be secured by planning condition.
Restrictions or charging for car parking.	The car park for the neighbourhood centre is shared with the future school use to the west. The car park will not be subject to any parking restrictions.
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good	This is detailed further in Section 5.5.

lighting and signposting to other amenities, public transport modes and adjoining off-site pedestrian and cycle routes.	
Provision of suitable taxi drop-off or waiting areas.	The loop road providing access to the Neighbourhood Centre has sufficient parking to accommodate taxis completing drop offs and collections.
Ensure rural buildings have appropriate access to transport to serve the local community adequately.	Not applicable as the site is not located in a rural area.
If the occupier is known, they must be involved in the development of the Travel Plan.	Not applicable, end occupier is not known at this stage.
The building's management in operation must support and implement the Travel Plan.	This is detailed further in Section 5.6.

5.2 Public Transport

- 5.2.1 The Southern Bus Loop forms an east to west road to the immediate south of the Neighbourhood Centre. Separate eastbound and westbound bus stops will be provided along the Southern Bus Loop and route 3 (the details of which are discussed in Section 3.5 of this report) will be diverted via the new stops. This will be agreed and arranged by the Local Bus Operator once the Southern Bus Loop is open and operational.
- 5.2.2 Walking distance to the bus stop serving eastbound services decrease considerably when compared to the existing eastbound stop, which is beneficial for those utilising the Neighbourhood Centre.

5.3 Electric Parking Provision

- 5.3.1 Electric vehicle charging provision will be provided for each of the 18 dwellings within the Neighbourhood Centre.
- 5.3.2 Owing to restraints regarding the capacity of the connection to the Neighbourhood Centre, it is not feasible to provide electric vehicle charging for the spaces in the shared car park for the school and retail units.

5.4 Car Sharing Provision

- 5.4.1 To encourage car sharing, priority spaces will be provided for use by car sharers. The spaces are located on the east side of loop road, which is the closest parking to the entrance to the Neighbourhood Centre building.
- 5.4.2 As detailed in Section 4.5, the parking area is shared between the school and retail uses at the Neighbourhood Centre, with a total of 17 parking spaces being required for the retail land uses per WBC's standards. Per the BREEAM requirements, 5% of spaces for the retail area will be dedicated for use by car sharers and this equates to 1 space.

5.5 Provisions for Pedestrians and Cyclists

- 5.5.1 Pre-application discussions were held with WBC, which included discussions on prioritising access for pedestrians and cyclists. A pre-application response from WBC where this is referenced is provided as **Appendix C**.
- 5.5.2 A 3m wide footway/cycleway is provided on the north side of the Southern Bus Loop, which joins the NMRE(S). The 3m footway/cycleway continues along the access/egress junctions for the Neighbourhood Centre and gives priority to pedestrians and cyclists. This will be denotated through the surfacing.
- 5.5.3 With regards to cycle parking, a secure, covered cycle parking area for use by residents is provided within the Neighbourhood Centre building. The quantum of spaces equates to 1 space per dwelling, which aligns with WBC's standards. Cycle stands will be provided along the frontage of the building for use by staff and visitors.

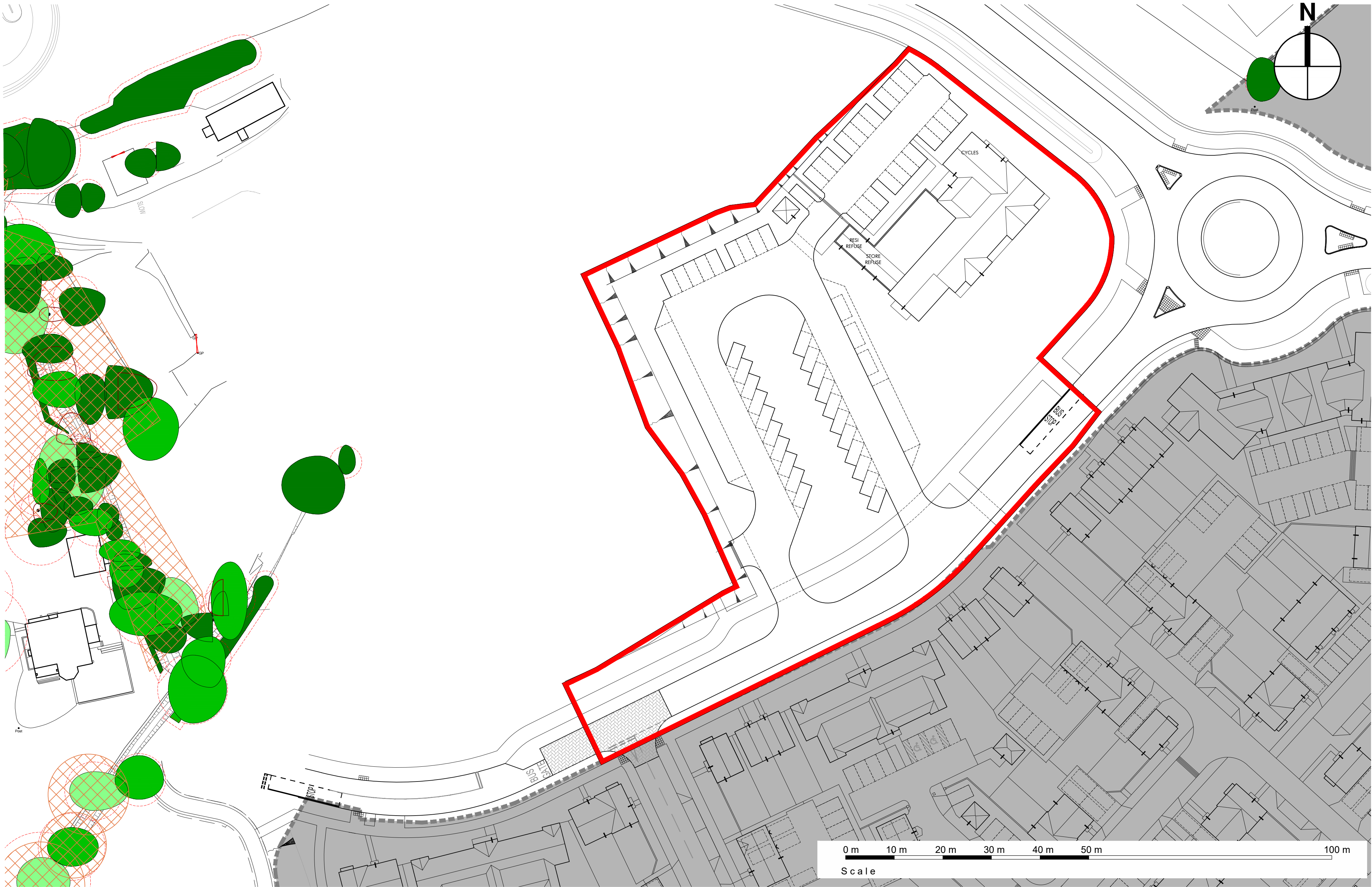
5.6 Implementation of the Travel Plan

- 5.6.1 Responsibility for the implementation of the Travel Plan will be adopted by the management of the building, though it is noted that the end occupier is not known at this stage. As such, a copy of this Travel Plan will be included in the handover pack.

6 CONCLUSION

- 6.1.1 This Framework Travel Plan has been prepared the Neighbourhood Centre at Hogwood Farm (Finchwood Park), which will comprise two retail units and 18 dwellings.
- 6.1.2 The Framework Travel Plan demonstrates the compliance of the proposals in accordance with the BREEAM 'UK New Construction V6.1' TRA01 and TRA02 requirements for the delivery of travel planning measures.
- 6.1.3 In terms of public transport, the Southern Bus Loop to the south of the Neighbourhood Centre building will accommodate two bus stops. The existing bus service which operates in the area will be rerouted via the Southern Bus Loop, which reduces walking distances to the stops from the Neighbourhood Centre and increases the Accessibility Index.
- 6.1.4 The parking arrangements for the Neighbourhood Centre are shared with the future school to the west. One space nearer to the entrance to the Neighbourhood Centre building will be marked as a priority space for car sharers, which equates to 5% of the provision for the commercial parking.
- 6.1.5 With regards to pedestrians and cyclists, cycle parking will be provided in the form of a covered cycle store for residents and cycle hoops along the frontage of the building for visitors and staff. To prioritise access for non-car modes, continuous crossings will be provided across the access and egress junctions to the car park.
- 6.1.6 The end occupier(s) of the units within the Neighbourhood Centre is currently unknown. Responsibility for the implementation of the Travel Plan will be transferred to the end occupier(s).
- 6.1.7 Considering the measures summarised above and detailed in Section 5 of this report, the Travel Plan aims to contribute towards achieving credits for TRA 01 and TRA 02 of the BREEAM UK New Construction V6.1 technical guidance. It is anticipated that the Neighbourhood Centre will achieve 2 credits for TRA 01 and 7 credits for TRA 02.

FIGURES / DRAWINGS



Client: Cala Homes
Project: Neighbourhood Centre, Hogwood Farm, Finchampstead

Drawing Title: Site Layout - Neighbourhood Centre				
Scale: 1:500 @ A2	Revision A	Drawn MP	Check JH	Date 15.07.24



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Project No'	Class	Dwg No'	Status	Rev
3243.1	A	1005	PL	A
CLASS: C - COLOURED; A - BLACK & WHITE STATUS: SK - SKETCH; PR - PRELIMINARY; PL - PLANNING; WD - WORKING DRAWING				

APPENDIX A: BREEAM ACCESSIBILITY INDEX CALCULATOR

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

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	286										
Average frequency per hour	1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	

NODE 2

Public transport type	Bus										
Distance to node (m)	179										
Average frequency per hour	1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	

Accessibility Index	1.30
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Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	30										
Average frequency per hour	1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	

NODE 2

Public transport type	Bus										
Distance to node (m)	218										
Average frequency per hour	1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	

Accessibility Index

1.36

APPENDIX B: PARKING CALCULATOR



Hogwood Farm

Find Postcode

Total number of properties	18
Total allocated spaces	18
Total unallocated spaces	6

Access Map

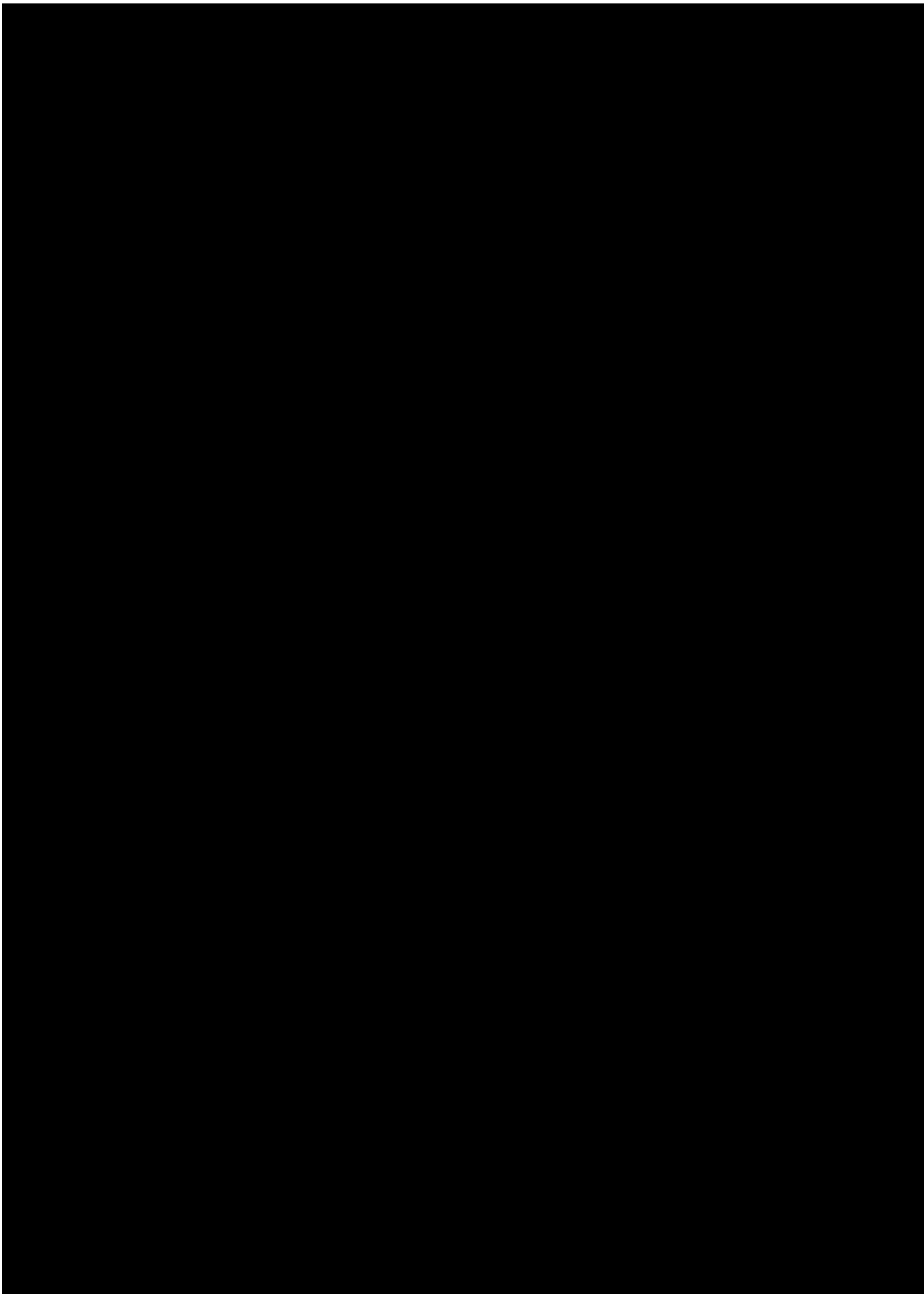
Development location

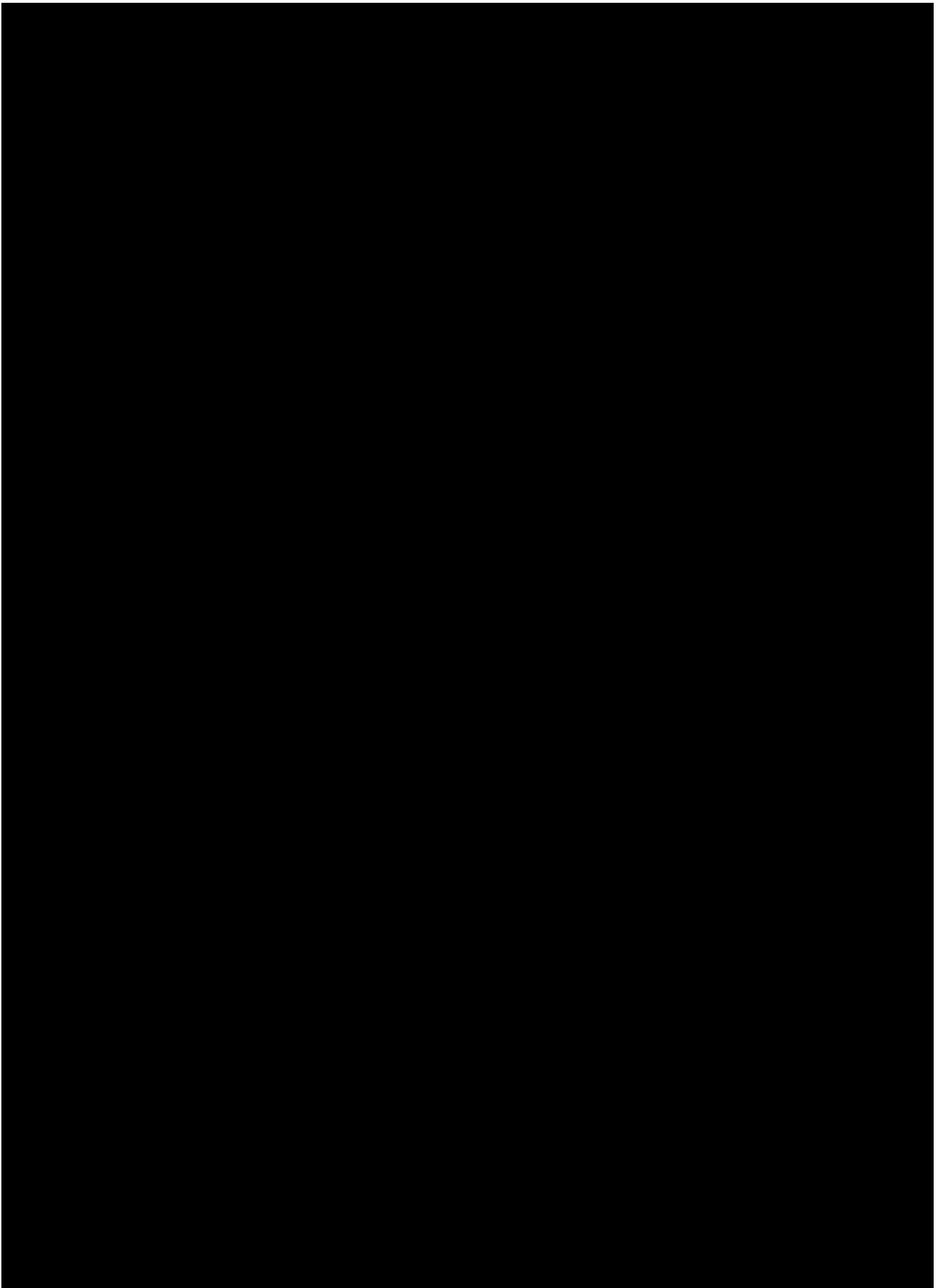
Village

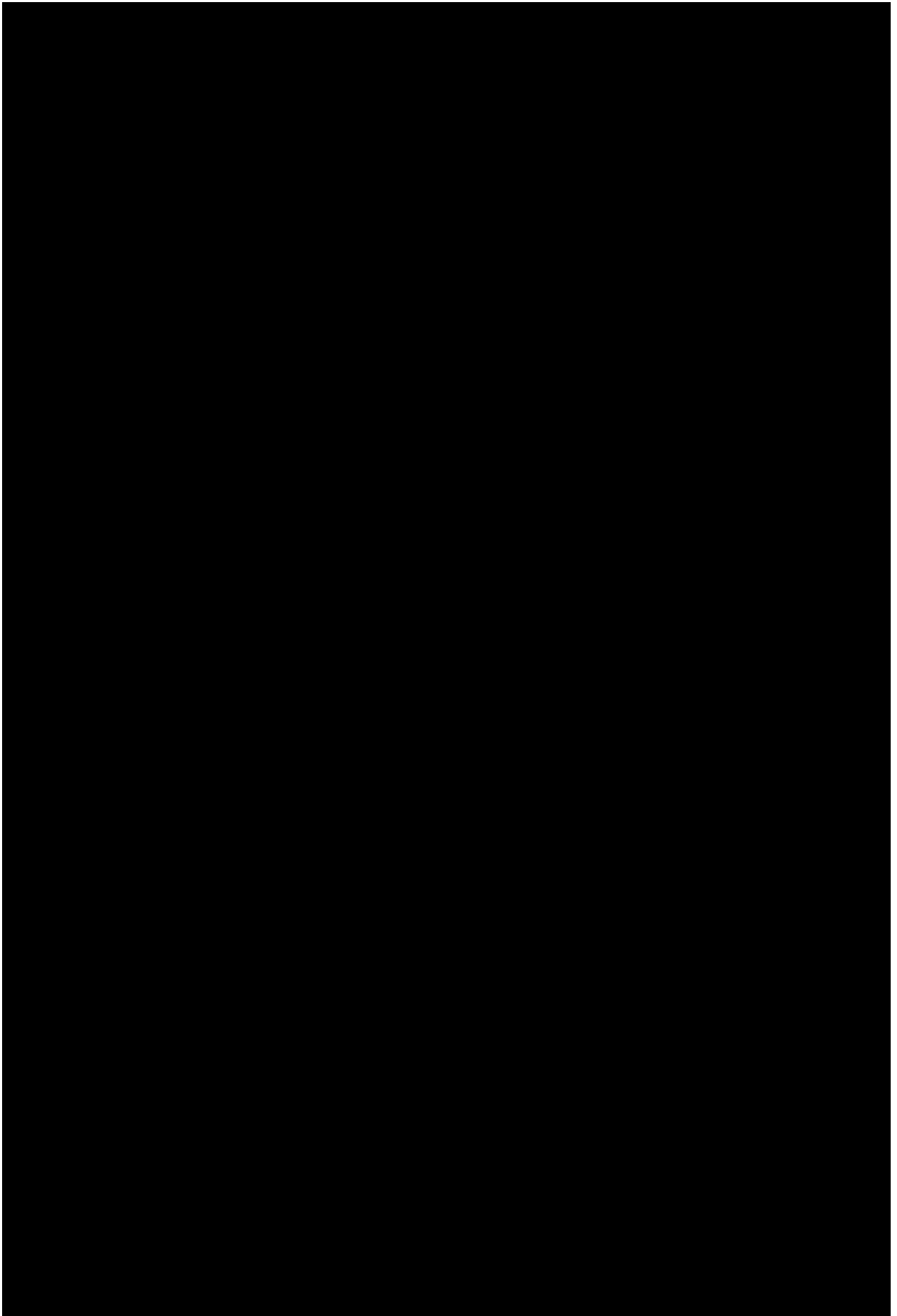
Reset Sheet

[illegible]

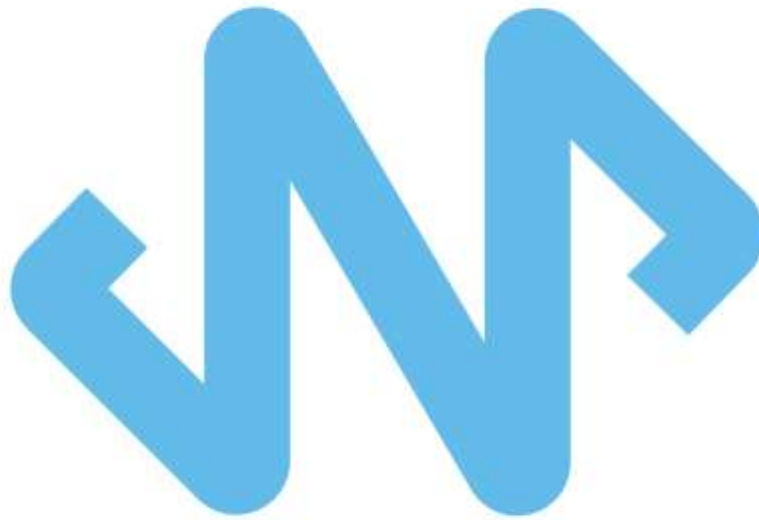
APPENDIX C: WBC HIGHWAYS PRE-APPLICATION RESPONSE











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