2.2.5 Travel Plans

vectos.

BREEAM TRANSPORT ASSESSMENT AND TRAVEL PLAN

Panattoni

Unit 2, Panattoni Park, Aylesford

June 2023

Contents

Figures (in text)

Appendices

1 Introduction

1.1 Vectos has been commissioned on behalf of Panattoni to prepare a BREEAM Transport Assessment and Travel Plan in order to gain BREEAM certification for the development of 621,138sqft (GIA) of B8 floorspace at Unit 2 Panattoni Park, Aylesford. A Transport Assessment and Travel Plan were originally produced as part of the initial planning application for the wider scheme and details of these can be found on the Tonbridge & Malling Borough Council planning portal with reference number 20/01820/OAEA.

1.2 The site (Unit 2) is located within Panattoni Park in Aylesford, and forms part of a wider industrial/commercial area. The site location in its strategic and local context are shown in **Figure 1** and **Figure 2** respectively.

Figure 1: Strategic Site Location

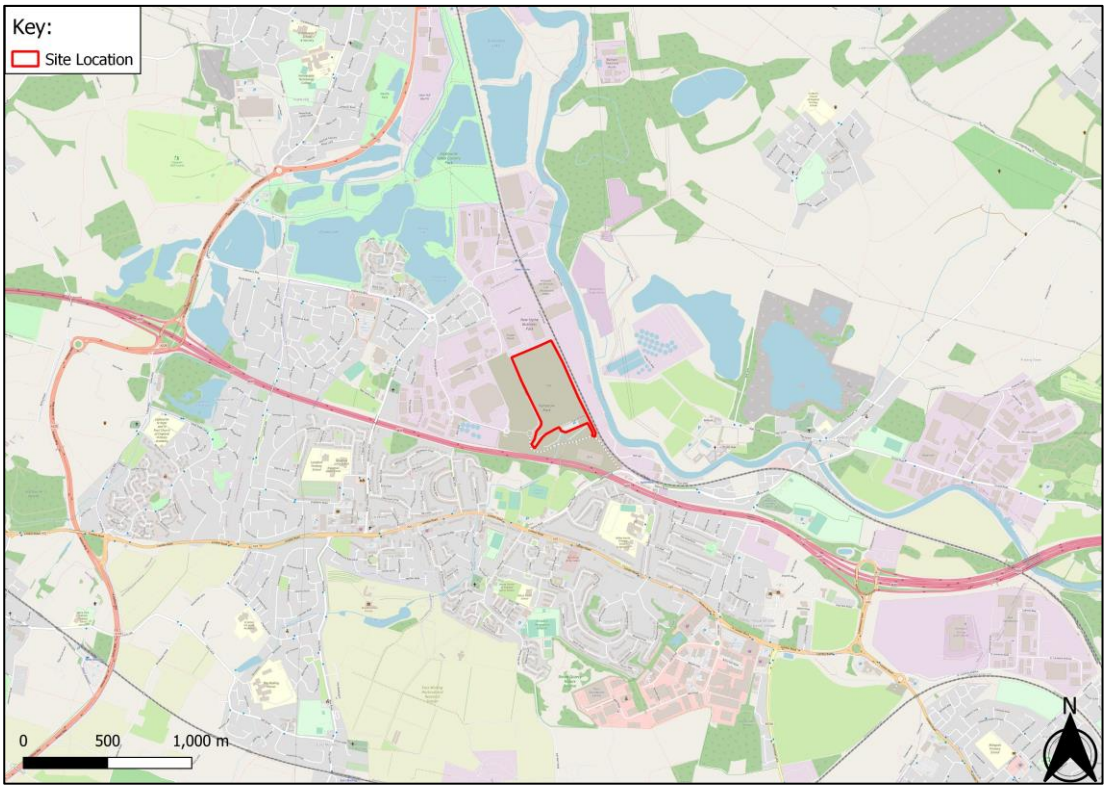


Figure 2: Local Site Location

1.3 An outline planning application (20/01820/OAEA) for the wider site was submitted in August 2020 and subsequently granted permission in September 2021. The decision notice is available from the Tonbridge and Malling Borough Council planning portal.

1.4 The purpose of this document is to gain a BREEAM certification for Unit 2 of the site. Specifically, this report will provide information relating to BREEAM 2022 focusing on sections TRA01 and TRA02.

1.5 This Travel Plan (TP) is not for planning purposes. A Transport Assessment and TP were produced at the planning stage and can be found on the Tonbridge and Malling Borough Council planning portal. This TP provides a review of the information supplied at planning stage and provides an update in relation to the BREEAM credits.

1.6 The scheme layout plan is provided at **Appendix A**.

1.7 The final occupants are confirmed and have been involved in the production of this TP.

Travel Plan Scope

1.8 This TP contains all the relevant information needed to effectively implement and monitor the TP itself.

1.9 The remainder of this document is structured as follows:

— **Section 2** – Sets out the BREEAM guidance for TRA-01 and how this BREEAM Transport Assessment and Travel Plan applies;

- **Section 3** – Sets out the BREEAM guidance for TRA-02 and then specifies the measures that the development will implement;
- **Section 4** – Sets out the objectives and targets of the Travel Plan;
- **Section 5** – Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
- **Section 6** – Outlines the BREEAM Credits;
- **Section 7** – Summarises and concludes the report.

2 TRA01 – Transport Assessment and Travel Plan

2.1 This section outlines the criteria as part of TRA01 and how this BREEAM Transport Assessment and Travel Plan accords with the BREEAM Guidance.

TRA-01 Criteria 1

2.2 The BREEAM guidance states that:

"No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form; see Methodology."

2.3 As mentioned in **Section 1**, the development was supported by a TA and TP as part of the original planning application. The consented documents are accessible from the Tonbridge & Malling Borough Council planning portal.

TRA-01 Criteria 2

2.4 The BREEAM guidance states that:

The site-specific travel assessment (or statement) shall cover as a minimum:

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

2.b: Predicted travel patterns and transport impact of future building or site users.

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

2.d: Reporting of the number and type of existing accessible amenities, see Table 7.1, within 500m of the site.

2.e: Disabled access accounting for varying levels and types of disability, including visual impairment.

2.f: Calculation of the existing public transport Accessibility Index (AI), see Methodology.

2.g: Current facilities for cyclists.

TRA-01 Criteria 2a - If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.

2.1 Criteria 2a is not relevant to the proposed site as there are no existing buildings or site users at the site.

TRA-01 Criteria 2b - Predicted travel patterns and transport impact of future building or site users

2.2 The census 2011 dataset 'method of travel to work' has been extracted for the Middle Super Output Area 'Tonbridge and Malling 005, in which the site is located. This has been used to give an indication of the expected mode split for staff members. Census 2021 data has not been used as it is considered to be significantly influenced by COVID-19 restrictions.

2.3 The mode share is summarised below in **Table 2.1**.

Table 2.1: Existing staff mode share in local area

Travel Mode	Percentage
Underground, metro, light rail or tram	0%
Train	3%
Bus, minibus or coach	3%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	80%
Passenger in a car or van	5%
Bicycle	2%
On foot	5%
Other method of travel to work	0%
Total	100%

2.4 The information presented in **Table 3.1** indicates that 80% of people working in the local area travel to work as a car driver. The second most popular method of travel is on foot (5%). It is important to consider that the data used is now over 10 years old and should be considered with reserved judgement.

TRA01 Criteria 2c - Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.

2.5 The wider site is well located in terms of pedestrian and cyclist accessibility currently. A number of Public Rights of Way (PRoW) are situated within close proximity to the site, allowing for traffic-free pedestrian routes to New Hythe railway station.

2.6 The wider development will also provide enhanced pedestrian facilities both within the site as well as contributing towards improvements of the wider pedestrian network.

2.7 The key pedestrian routes that future employees are likely to make were detailed within the submitted Transport Assessment.

2.8 Roads surrounding the site in Aylesford generally benefit from pedestrian footways on both sides of the carriageway and crossing facilities at key locations.

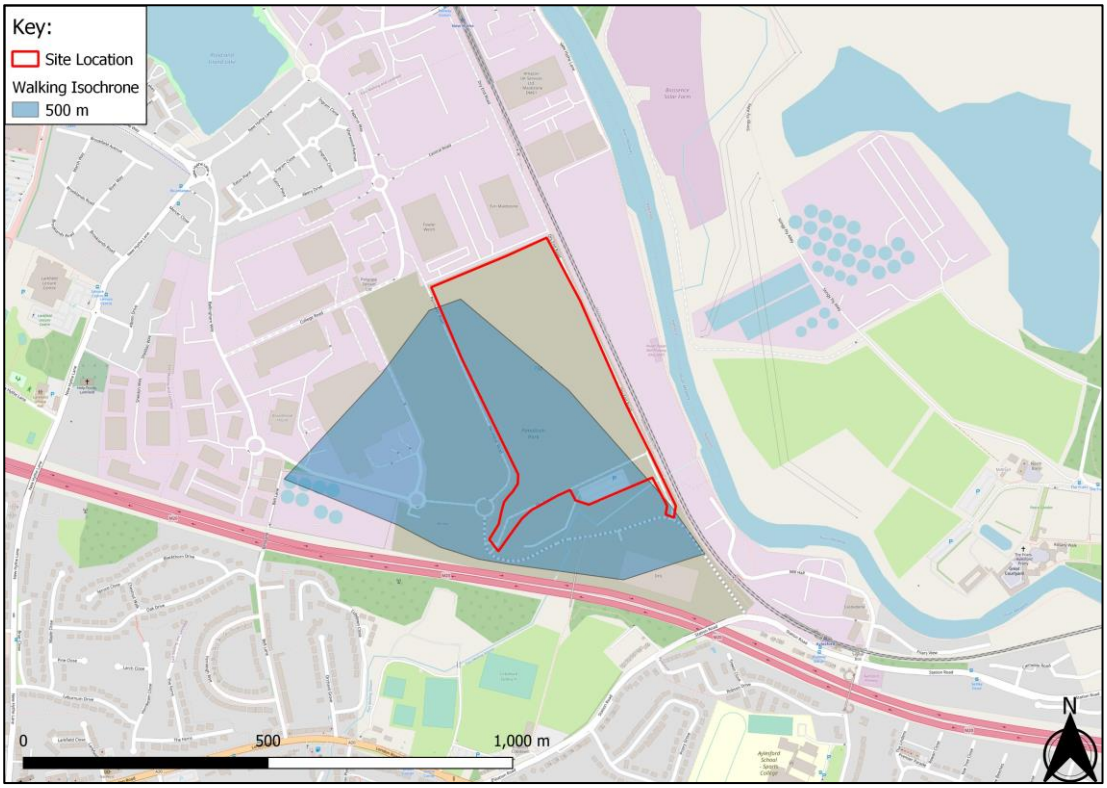
2.9 Aylesford benefits from a strong network of existing on-road cycle routes within the vicinity of the site and there are also a number of National Cycle Network routes surrounding the site providing a mixture of on-road and off-road cycle routes.

2.10 The wider development will also provide enhanced cyclist facilities both within the site as well as contributing towards improvements of the wider cycle network.

TRA-01 Criteria 2d - Reporting of the number and type of existing accessible amenities, see Table 7.1, within 500m of the site.

2.11 As part of the BREEAM document, it is a requirement to show facilities within 500m of the site. **Figure 3** shows a 500m walking isochrone from the site taking into account the proposed layout shown in **Appendix A**. The isochrone start point has been taken from the approximate location of the access point for Unit 2.

Figure 3: 500m Walking Isochrone



2.12 The isochrone demonstrates that there are no facilities located within a 500m walk of the site access, given the character of the area which is large employment units.

TRA-01 Criteria 2e - Disabled access accounting for varying levels and types of disability, including visual impairment.

2.13 Currently, as the development is a new site there is not any existing disabled access to the site. However, the proposed site will have disabled access into the building.

TRA-01 Criteria 2f – Calculation of the existing public transport Accessibility Index (AI), see Methodology.

Bus

2.14 The nearest bus stop to the development is located on Station Road adjacent to Aylesford railway station, however this bus stop is only served once per day by a school service only. The closest bus stop with regular facilities is 'Ditton Corner' on London Road, which is located an approximate 1.4km walk from the development.

2.15 The Ditton Corner bus stop provides regular services to Maidstone approximately every 20 minutes on the number 71 or 72 bus.

Rail

2.16 Aylesford railway station is located approximately 1km from the site access, which is within a 15-minute walk from the site. Aylesford railway station provides frequent rail services between Strood (every 30 minutes) and Paddock Wood (also every 30 minutes).

2.17 As part of this Travel Plan the public transport Accessibility Index (AI) has been used to assess the accessibility of the site from a public transport perspective.

2.18 The AI provides an indicator of the accessibility and density of the public transport network at a point of interest. The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.

2.19 In line with PTAL guidance, bus stops must be situated within 650m of the site to be included within the accessibility calculator, whilst railway stations must be within 1000m. Based on this, for the relevant site, only rail is accounted for within the AI calculation.

2.20 Using the local services, the site achieves an AI of 1.59. The full AI Calculator is included at **Appendix B**.

TRA-01 Criteria 2g - Current facilities for cyclists.

2.21 As set out within the Criteria 2c, Aylesford benefits from a number of on-road cycle lanes, and there are a number of National Cycle Network routes within vicinity of the site. There is suitable provision to encourage future staff to cycle to the site, and the wider development will also improve the cycle network. In addition, cycle facilities such as secure cycle parking will be introduced on site as part of the proposals.

TRA-01 Criteria 3

2.22 The BREEAM guidance states:

Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation see Methodology.

2.23 As mentioned within **Section 1**, a Travel Plan was submitted as part of the original planning application which meets this criteria.

TRA-01 Criteria 4

2.24 The BREEAM guidance states:

If the occupier is known, involve them in the development of the travel plan.

2.25 The final occupiers of the development are confirmed and have been involved throughout the production of the BREEAM TP.

TRA-01 Criteria 5

2.26 The BREEAM guidance states:

Demonstrate that the travel plan will be implemented and supported by the building's management in operation.

2.27 The occupiers of the development have been involved with the production of the TP and will support the implementation upon occupation.

Summary

2.28 This BREEAM TP has met the criteria set out within TRA-01.

3 TRA02 – Sustainable Transport Measures

3.1 This section outlines the criteria as part of TRA02 and how this BREEAM Transport Assessment and Travel Plan accords with the BREEAM Guidance.

3.2 TRA02 sets out the sustainable transport measures that should be considered as a minimum for BREEAM compliant schemes, and awards points based on the measures that are implemented. Up to 10 credits can be achieved for TRA02.

3.3 As a prerequisite for achieving any credits for TRA02, criteria 3-5 of TRA01 must be achieved.

3.4 The following measures shall be considered when developing the Travel Plan:

- Negotiation with local bus, train or tram companies an increase in the local service provision for the development;
- Provision of a public transport information system in a publicly accessible area;
- Provision of electric recharge stations;
- Provision of parking priority spaces for car sharers;
- Consultation with the local authority on the state of the local cycling network and on improvements;
- Provision of dedicated and convenient cycle storage;
- Provision of cyclists' facilities;
- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas;
- Restrictions or charging for car parking;
- Pedestrian and cyclist friendly with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes; and
- Provision of suitable taxi drop-off or waiting areas.

3.5 The aforementioned measures have been considered by the developer, and the following measures are to be implemented as part of the scheme, as these are considered to be the measures that will contribute furthest to improving sustainable travel to and from the site:

- Negotiation with local bus, train or tram companies an increase in the local service provision for the development;
- Provision of electric recharge stations;

- Consultation with the local authority on the state of the local cycling network and on improvements;
- Provision of dedicated and convenient cycle storage;
- Provision of cyclist facilities; and
- Pedestrian and cyclist friendly with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes.

3.6 Further details regarding the implementation of each aforementioned measure are provided within **Section 5** of this report.

4 Objectives and Targets

4.1 This chapter sets out the overarching objectives and aims for the Travel Plan.

4.2 Objectives are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.

Objectives

4.3 As this stage, it is not possible to derive specific objectives for the site which relate to its day-today operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in educational developments:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Advocate means of travel that are beneficial to the health of those working on or visiting the site;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
- Contain car parking demand.

4.4 Travel plan guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

Target

4.5 The target of the travel plan is to provide staff at the site the opportunity to access the site using sustainable modes of transport and reduce the dependency of private vehicles.

5 Measures and Initiatives

5.1 Appropriate measures are the key to achieving the targets set out within this document. Full details of the measures are set out within the approved Travel Plan and Transport Assessment Addendum which can be found on the Tonbridge & Malling Borough Council planning portal.

Hard Measures

Site Access

5.2 The site accesses will be built with the appropriate tactile paving surfaces and the site will be well-lit. Step-free access to the development will also be integrated into the design.

Car Parking/EV Charging

5.3 The main car parking at the development will provide 404 standard spaces of which 42 will have the capacity for electric vehicle charging, this is 10% of the total spaces.

5.4 20 spaces will be provided for those with mobility impairments, equating to 5% of the total. 2 of theses spaces will also be fitted with EV charging capabilities.

5.5 On top of the car parking provisions proposed, the development will provide a total of 45 motorcycle parking spaces, provided in a separate parking area.

Cycle Infrastructure

5.6 A cycle shelter, comprising of 150 cycle parking spaces will be provided at the development. The cycle parking will be compliant with the standards set out within the BREEAM guidance:

- The cycle will be secured with overhead covering and will be located in a permanent or locked structure with appropriate surveillance;
- The cycle racks will allow appropriate access to the cycle storage space for easy storage and access to racks;
- The storage facility or entrance will be located in a prominent site location;
- The storage facility will have adequate lighting; and
- The cycle shelter lighting will be linked to the external lighting which will be on a daylight sensor.

5.7 In addition, infrastructure for toilets and shower facilities will be installed during Fit Out. Lockers and drying rooms will also be available.

5.8 Cyclists will be able to easily access the bicycle parking area from the shared footway/cycleway provided adjacent to the site within Panattoni Park.

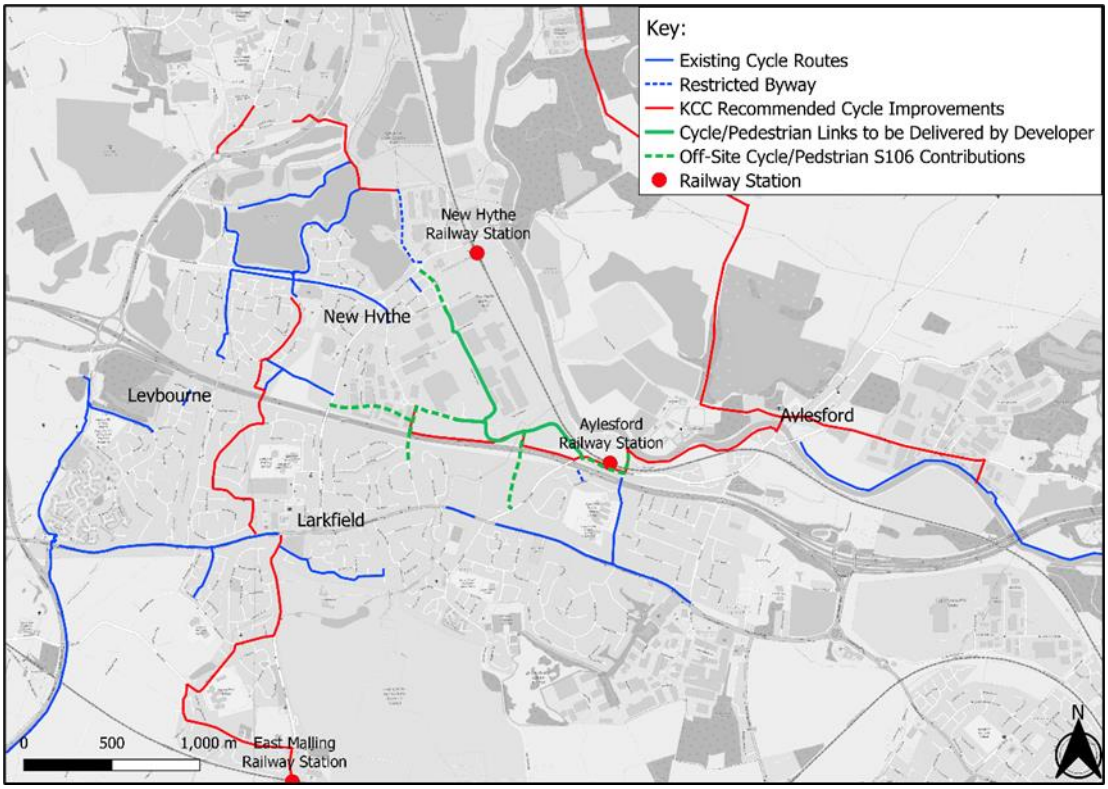
Proposed Pedestrian & Cyclist Infrastructure Enhancements

5.9 Following discussions with KCC and TMBC, the wider development committed to provide a number of measures to encourage active travel. The measures proposed would not only influence staff travel behaviours, but also has to potential to influence the travel behaviours of local residents.

5.10 The development proposed to implement a 3m wide shared cycle/footpath along the proposed link road which connects to Bellingham Way with Station to the east. A 3m wide share cycle footpath is also proposed along the private estate road which connects the proposed Bellingham Way Link road to Papyrus Way to the north.

5.11 A S106 contribution was agreed to provide improvements at a number of other locations. **Figure 4** shows the active travel strategy plan, which was also provided within the site-wide Travel Plan.

Figure 4 – Active Travel Strategy



5.12 The internal layout of the site will be designed to be pedestrian and cyclist friendly with the provision of direct routes within the site, safe crossing points, appropriate tactile surfaces and good lighting.

Soft Measures

5.13 From the outset, sustainable travel will be promoted to staff and visitors of the development. The travel plan will be launched as soon as possible after the development is completed and will be continually marketed through the provision of travel information, leaflets and communication sessions.

5.14 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the Travel Plan Coordinator (TPC), the Council's Travel Planning Team and other sustainable travel groups.

5.15 The TPC will implement and promote the travel plan measures. The contact details are to provided once the occupier is known.

5.16 The TPC will be the first point of contact for staff and other outside organisations in all matters regarding staff travel. They will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.

5.17 The Travel Plan Co-ordinator will be responsible for: -

- The implementation of the Plan;
- Ensuring visitor and staff surveys are completed as outlined in the plan;
- Overseeing staff and visitor travel information is kept up to date;
- Complete the feedback form for submission to the Local Authority (to be produced annually as deemed necessary); and
- Be a named contact for the Local Authority's Travel Plan Co-ordinator.

5.18 Promotional events and literature will be arranged by the TPC, to encourage walking, and emphasising the health benefits.

5.19 The TPC will prepare and arrange for distribution of maps showing safe local walking routes as part of a Staff Travel Induction Pack. The Induction Packs will be prepared and kept up-to-date by the TPC, who will maintain a stock and issue to new staff members when they start work at the site. These can be available in hard copy and/or electronic format.

5.20 The objective of the Induction Pack is twofold: to inform and to promote. The latter aspects of the Induction pack are aimed at promoting and achieving sustainable travel choices for trips to/from the development. Targeted promotional events and literature will be arranged by the TPC, to promote sustainable travel initiatives and options. This will include, inter alia, encouraging walking and cycling, and emphasising the health benefits, taking advantage of the platform of national and local initiatives, such as National Bike Week, as well as arranging development specific events. Similarly events/promotional activities will be aimed at promoting public transport and car sharing. Information will be distributed to staff via staff intranet if available.

Initiatives to Promote Car Sharing

5.21 Employees will be encouraged to sign up and register their journey with national online car sharing services such as liftshare.com. This will enable staff to search for individuals making a similar trip to themselves and share their vehicle. National online car sharing services enable users to search car share partners further afield.

5.22 Employees will also be encouraged to sign up to any employer-specific car share schemes which exist at local employment sites.

Initiatives to Promote Travel by Public Transport

5.23 Information on the public transport services available which can be accessed by employees will be provided within the information pack. This will include timetable details and links to online journey planning websites.

5.24 Details of local public transport operators, including timetables and route maps, will be provided within the information packs and notice board. Opportunities to provide discounted tickets or taster tickets will also be investigated.

5.25 As part of the Travel Plan for the wider site, the developer has agreed with Arriva that the development would contribute via a S106 agreement to fund an extension of local bus services connecting the site with a minimum hourly frequency to Maidstone town centre.

5.26 The provision of bus services to the site will encourage more future staff to access the site sustainably.

Initiatives to Promote Walking

5.27 The information pack will include a map identifying the pedestrian friendly routes surrounding the site, in order to ensure that employees are aware of the facilities available to them.

5.28 Staff will be encouraged to participate in national walking events, such as Walk to Work Week. These events will be promoted on the notice board and within the information packs.

5.29 A pedestrian / cycle route map will be provided within the information pack. Staff will be encouraged to participate in walking events.

5.30 The health benefits of walking and cycling will be promoted to all employees.

5.31 As aforementioned, the wider development is committed to providing enhanced walking provisions within the vicinity of the site.

Initiatives to Promote Cycling

5.32 The information pack will include information on the cycle routes available between the site and common destinations, including local amenities and facilities. Copies of local cycling maps will be provided within the information packs.

5.33 Details of local cycling shops will be provided to staff at the site using the travel notice board and within the information packs.

5.34 The TPC will set up a Cycle to Work scheme to enable staff to access a tax exempt loan for the purchase of bicycles and safety equipment. (www.dft.gov.uk/publications/cycle-to-work-schemeguidance).

5.35 As aforementioned, the wider development is committed to providing enhanced cycling provisions within the vicinity of the site.

Reducing the Need to Travel

5.36 The Travel Plan Coordinator will promote online services (e.g. internet shopping, online council services) to encourage employees to utilise these in preference to making a trip out of the site to access these services. Details of popular online services will be promoted to employees through the notice boards and information packs.

5.37 Details of journey planning websites will also be promoted to employees.

5.38 The Travel Plan Coordinator will promote the use of online services and journey planning services to employees.

Communication

5.39 The Travel Plan itself will be promoted to raise awareness of its existence and how it can help people to make more sustainable choices regarding how they travel. The promotion of the Travel Plan would link into other wider events, such as health promotion, cycle rides and bike week. Information on the Travel Plan, its progress, impacts and benefits will be disseminated to employees as follows:

- E-shots (an email shot to staff with the latest survey results, upcoming sustainable travel events, case studies of people using sustainable modes, reminders of the incentives available through the Travel Plan etc.); and
- Social media.

5.40 The travel plan co-ordinator will provide staff with a way of communicating with each other e.g. through use of a site intranet or social media tools.

5.41 The travel plan will commit to ongoing marketing and promotion of the measures e.g. through email, newsletters etc.

6 BREEAM Credits

6.1 BREEAM UK New Construction consists of individual assessment issues across nine environmental categories, plus a tenth 'innovation' category. Each assessment issue addresses a specific building related environmental impact or issue (in this case Transport) and is assigned a number of credits.

6.2 In the case of Transport this relates to assessment issues:

- TRA01 – Transport Assessment and Travel Plan; and
- TRA02 – Sustainable Transport Measures

6.3 In order to receive these credits a scope of work must be carried out for each issue.

6.4 For TRA01, a Transport Assessment and Travel Plan must be produced that contains specific information. For TRA02, the criteria set out in within TRA01 must be achieved, as well as presenting a number of sustainable transport measures which receive points, these points can then be awarded credits in line with the AI of the site.

6.5 **Table 6.1** summarises the scope of work which has been undertaken in order to comply with issues TRA01 and TRA02 and the associated number of credits achieved.

Table 6.1: BREEAM Scope of Work

Scope of Work	Reference
TRA01 – Transport Assessment and Travel Plan – 2 credits (maximum)	
No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form	A site-specific Transport Assessment and Travel Plan were undertaken at the planning stage both of which are on the Tonbridge & Malling Borough Council planning portal with reference number 20/01820/OAEA.. This document provides a review of the information and provides an update relating to BREEAM credits.
If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities	The site is currently unoccupied, therefore baseline travel patterns for workers in employment in the area have been included in **Section 2**.
Predicted travel patterns and transport impact of future building or site users.	Whilst the future occupier is known, it is not possible to determine the future travel patterns of the building users. As a proxy, baseline travel patterns for workers in employment in the area have been included in **Section 2**.
Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.	A review of the existing local environment is included at **Section 2**.
Reporting of the number and type of existing accessible amenities, within 500m of the site.	A review of accessible amenities is included in **Section 2**.
Disabled access accounting for varying levels and types of disability, including visual impairment.	A review of local disabled access has been included in **Section 2**.
Calculation of the existing public transport Accessibility Index (AI),	A summary has been provided in **Section 2** and the AI is available at **Appendix B**.
Current facilities for cyclists	A review of local cycle facilities is included in **Section 2.**
Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or	This Travel Plan has been developed in accordance with this guidance.

improve more sustainable modes of transport and movement of people and goods during the building's operation see Methodology.	
If the occupier is known, involve them in the development of the travel plan	The future occupier has been involved throughout the production of this Travel Plan.
Demonstrate that the travel plan will be implemented and supported by the building's management in operation	The future occupiers are committed to implementing and supporting this Travel Plan.
The information set out within this report and its Appendices are in line with the information required to gain 2 credits for TRA01.	
TRA02 – Sustainable Transport Measures – 10 credits (maximum)	
Achieve criteria 3 – 5 in TRA01 Transport Assessment and Travel Plan.	These have been achieved as outlined above.
Identify the sustainable Transport Measures (see Table 7.4 BREEAM 2022)	These measures are set out below in paragraphs 6.6 to 6.9.
Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented. (see Table 7.3 BREEAM 2022)	The site achieves a rating of 1.59. Using the measures set out in paragraphs 6.6 to 6.9 of this document the site achieves 7 points. As such, using Table 7.3 BREEAM 2022, 7 credits can be awarded on the basis of an AI of less than 25 and with seven points.
On the basis of the information set above, 7 credits should be awarded for TRA02.	

6.6 As mentioned in **Section 5**, as part of the wider development, improvements will be made to the local bus provisions, with a contribution made via S106 to provide an hourly service between the site and Maidstone town centre. This achieves 3 points.

6.7 The development will provide 42 EV charging spaces, which equates to over 10% of the total car park capacity and therefore achieves 1 point. This was detailed within **Section 5**.

6.8 As part of the application for the wider development, KCC and TMBC were consulted in regards to existing walking and cycling provisions within the vicinity of the site. A number of improvements were agreed, as shown within the plan contained in **Section 5** at **Figure 4**. This achieves 2 points.

6.9 The development proposes 150 secure cycle parking spaces for employees. BREEAM guidance indicates that 1 space should be provided for every 10 employees for industrial developments. The future occupier has not confirmed the number of staff expected on site, however building density guidance suggests that 1 employee would be employed for every 77m^2 of floorspace (Regional

Distribution Centre). Based on the development proposals for 57,706m^2 (621,138sqft) of floorspace, 750 staff could be employed. The development therefore provides 1 cycle parking space per 5 employees which meets the standards set by BREEAM, and therefore achieves 1 credit.

6.10 Based on the above, 7 points should be awarded based on the measures being brought forward as part of the development.

6.11 In total, 9 credits should be awarded as part of TRA01 and TRA02.

7 Summary and Conclusions

7.1 Vectos has been commissioned on behalf of Panattoni to prepare a BREEAM Transport Assessment and Travel Plan in order to gain BREEAM certification for the industrial development at Unit 2, Panattoni Park. Aylesford. A Transport Assessment and Travel Plan were originally produced as part of the planning application and is available on the Tonbridge & Malling Borough Council planning portal.

7.2 The site (Unit 2) is located within Panattoni Park in Aylesford, and forms part of a wider industrial/commercial area. The site location in its strategic and local context are shown in **Figure 1** and **Figure 2** respectively.

7.3 An outline planning application (20/01820/OAEA) for the wider site was submitted in August 2020 and subsequently granted permission in September 2021. The decision notice is available from the Tonbridge and Malling Borough Council planning portal.

7.4 The purpose of this document will be to gain a BREEAM certification for the site. Specifically, this report will provide information relating to BREEAM 2022 focusing on sections TRA01 and TRA02.

7.5 This document is not for planning purposes. The approved Transport Assessment and TP for planning purposes can be seen on the TMBC planning portal, which should be read in conjunction with this TP.

7.6 The final occupants of the site are known and have been involved in the production of this document. The future occupiers are committed to implementing and supporting this Travel Plan.

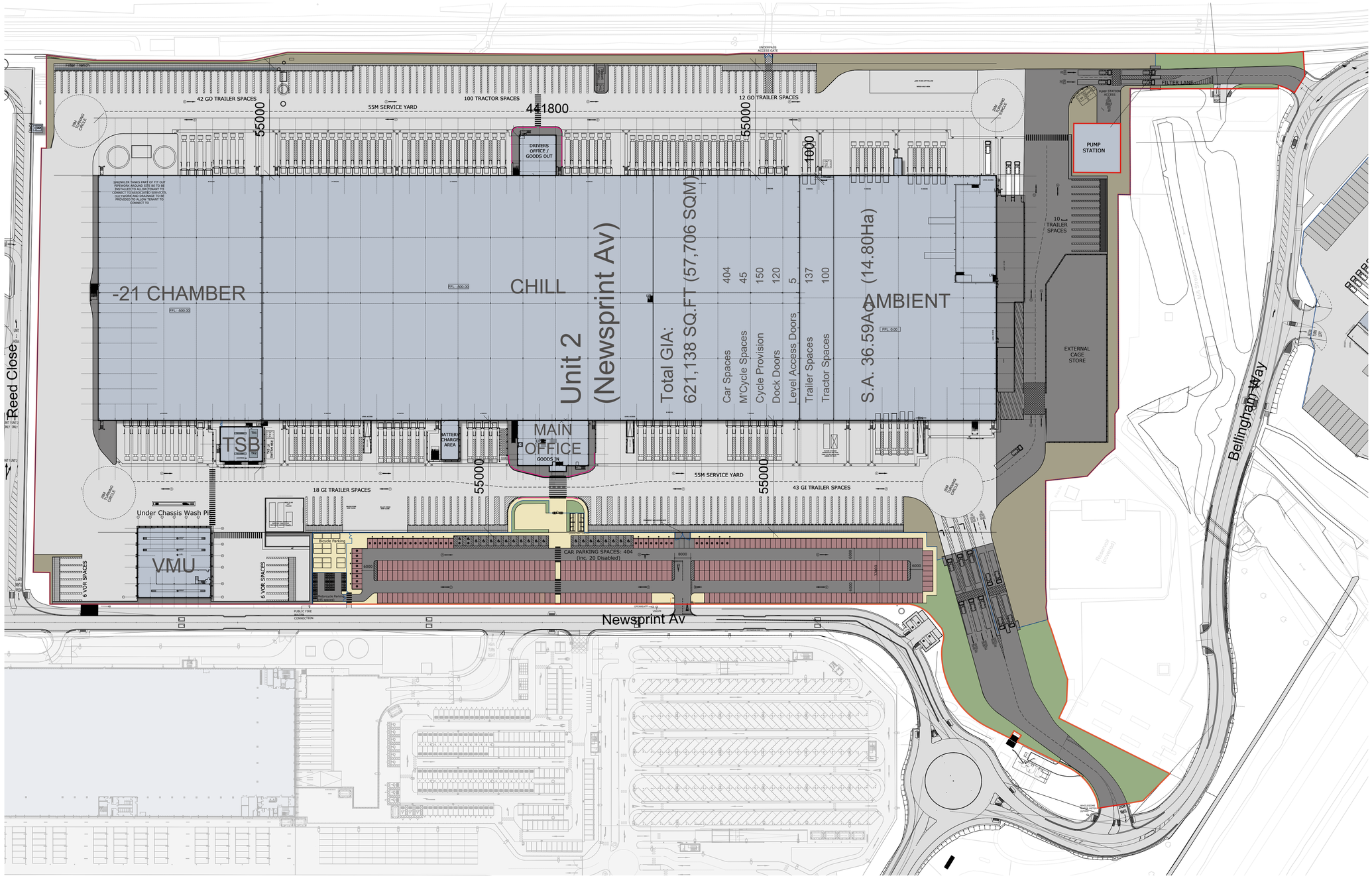
7.7 Alongside this document a Transport Assessment and TP were produced at the planning stage and collectively provides the information required to gain 2 credits for policy TRA01.

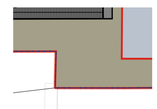
7.8 The accessibility of the site, using the public transport AI calculator is 1.59. Using Table 7.3 within the BREEAM (2022) guidance, the proposed measures gain 7 points. Therefore, 7 credits should be awarded in line with the policy set out within TRA02.

7.9 In total, 9 credits should be awarded as part of TRA01 and TRA02.

Appendix A

Rev	Date	By	Description
A	10/08/23	FR	Updated layout for the UKPN substation and SEW access. With BGCL updated with all other Substations and utilities for review.
B	08/09/23	FR	Layout updated. Issued for Contract.
C	25/09/23	HA	Drawing updated to review comments.





Lease Demise Line

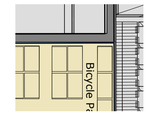
Unit 2 (Newsprint Avenue)		
Warehouse GIA	599,074sq.ft	55,655.8sq.m
VMU	14,881sq.ft	1,382.5sq.m
TSB	7,177sq.ft	666.8sq.m
Total GIA	**621,132sq.ft**	**57,705.0sq.m**
Site Area	36.59Ac	
Various Dock Doors	120	
Level Access	5	
Trailer spaces	137	
Tractor spaces	100	
Car / Motorcycle Spaces	449	
Cycles	150	

0 10 20 30 40 50 100

Metres at scale 1:1000

Indication of substation on plan

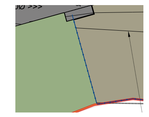
Indicative Substation and gas governor enclosures



Indication of cycle shelter on plan

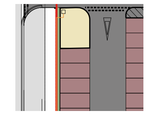
Saturn type cycle shelter or similar approved

PROPOSED FENCE TYPES:



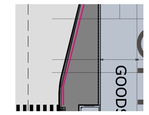
Indication of paladin fence on plan

2.4m high Paladin Fence above ground (100mm to be buried in the ground) - black



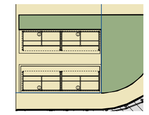
Indication of knee-rail fence on plan

Knee rail fence



Indication of post + rail clamp system on plan

Indicative Post + Rail Key clamp system



Indication of smoking shelter on plan

Smoking shelter

PANATTONI
SGP
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Aylesford
College Road

Drawing Name:
Unit 2 Newsprint Av
Site Plan

Drawing Stage:	CONTRACT
Suitability:	S2 - For Information/Reference
SGP File Ref:	TPQ-SGP-80-EXS1-D-A-940001 - Site Plan.dwg

SGP Project No:	Date:	Drawn:	Team:	Scale:	Rev:
18-103	26/07/23	FR	MMS	1:1250 @ A1	C

Drawing Number:

Project Code	Originator	Volume	Level	Type	Role	Number
TPQ	-SGP-	80	EXS1	D	- A -	940001

Red Line Boundary based on O/S Data and **NOT** confirmed as the Legal Boundary

Appendix B

BREEAM-NOR v6.0 Tra 01 Accessibility Index Calculator

BREEAM® NOR

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

Building type: Offices/Industrial

No. nodes required: 1

Select

NODE 1

Public transport type	Rail									
Distance to node (m)	1000									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	2								

NODE 2

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

NODE 3

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

NODE 4

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

NODE 5

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

NODE 6

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

NODE 7

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

NODE 8

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

NODE 9

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

NODE 10

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

NODE 11

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

NODE 12

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

NODE 13

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

NODE 14

Public transport type	
Distance to node (m)	

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

NODE 15

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

NODE 16

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

NODE 17

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

NODE 18

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

NODE 19

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

NODE 20

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

Accessibility Index	1.59

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